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The Autocar

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VOLUME 109 · NUMBER 3271 · 29 AUGUST 1958
ILIFFE & SONS LTD., DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1
Established 1895 Telephone, Waterloo 3333 Telegrams, Autocar, Sadiot, London

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home, £3 10s 0d; overseas £4 0s 0d
Canada and U.S.A. \$11·00
Second Class Mail privileges authorized
at New York, N.Y.

Silence is Golden

LUXURIOUS motoring is inseparably associated in most people's minds with silent, gliding progress, large, comfortable seats, and usually, the smell of good leather. Rolls-Royce—familiar as an adjective of excellence as well as the company name—are no doubt largely responsible. But supposing small, rather hard seats and a noisy exhaust were fitted to a Rolls-Royce car, it would cease to seem either Rolls-Royce, luxurious or expensive. Such is the importance assumed by relatively minor features of a car. Many of the major ones are today taken for granted—and rightly so.

May we now reverse this process of thought and ask why so many nice, sound, sensible cars are allowed to leave the production lines with small, rather hard seats, and with various noises apparent from the engine, transmission and wheels? The poor impression such details arouse are out of all proportion to their importance in the car as a whole. They are the stiff neck or sore toe which make a healthy and hearty human body wholly miserable.

It is true, we believe, that the only metal connection between the chassis and body of a Rolls-Royce is the speedometer cable. Here is one example of how noise is tackled. But this manufacturer has no monopoly of silent running these days.

Recently a car of moderate price, lent to *The Autocar* for test, had to have its sound damping material removed from the bonnet lid after some hundreds of miles of running. The increase in audible engine noises was at once noticeable. The same kind of effect had previously been observed following the temporary removal of carpets from a car; and on another occasion, the reverse result when sorbo rubber sheeting was placed under the carpets.

The provision of sound-proofing materials and of good sealing at holes and joints in the body of a car costs money, we know, but not to the extent of limiting it to expensive cars. Yet a low-priced model is often transferred to the luxury class in the minds of its owners and potential purchasers if it sounds (perhaps we should say does not sound) and feels expensive.

At Ease

REFERENCE was made earlier to size and comfort of seats—a subject often discussed in our pages. Recent experiences of cars on test have brought home to us again the fact that seating comfort, or more particularly discomfort, may have a pronounced influence on a car's reputation. While we would never advocate covering up mechanical shortcomings, we are aware that good seats will go a long way towards ironing out vibrations and movements transmitted to the body by mediocre suspension. Conversely the occupants can never be comfortable in too small, hard or wrongly shaped seats, even if the ride is perfect in other respects.

We suggest, therefore, that greater attention be paid to seat design and to sound insulation. There are low-priced cars which have hard seats and good sound-proofing, soft seats and bad sound-proofing; others are good or bad in both respects. We know of one or two examples which fail, simply because on some road surfaces the seat springs come into phase with those of the car itself and the passengers thus suffer an exhaustingly lively ride. It is worth noting here, too, that quite a lot of improvement can be made under both our headings by an owner of a not-so-new car.

The combined effects of these qualities of silence and comfort go a long way towards providing pleasant, relaxed, motoring regardless of the size or type of car. And is that not what most people want?

NEW CARS DESCRIBED



Very slim pillars
and the absence of quarter
vents ensure excellent vision

New Bristol Type 406:
Two-Door Saloon
with Increased Space:
Engine Capacity
Raised to 2.2 Litres:
Dunlop Disc Brakes

SEVENTH OF THE LINE

TO replace the Type 405 four-door saloon which was introduced by Bristol Cars, Ltd., in October, 1954, a new Type 406 two-door saloon is announced. A departure has been made from the previous policy of manufacturing the bodies within their own works, for the coachwork is constructed by Jones Brothers, of Willesden, to Bristol design. It is much roomier, with increased headroom, and better appointed, and the engine capacity has been increased from 1,971 c.c. to 2,216 c.c. by enlarging the bore and lengthening the stroke. The object of this has been to make the new car more tractable than its predecessor, without sacrifice of performance.

Basically the chassis is unchanged, but an improved method of rear axle location has been adopted, as have Dunlop disc brakes for all four wheels. Much thought has been given to passenger comfort, as can be judged from the fact that no optional extras are listed other than a radio to choice, but there has been a considerable increase in price, the new model costing £2,995 basic, to which purchase tax of £1,498 17s is added for U.K. buyers, making a total of £4,493 17s ex works. The policy of the company is to produce this one model, and no drop-head version is projected at present.

Engine capacity has been increased to the maximum possible within the framework of the previous design without altering cylinder centres. As the unit utilizes a four-bearing crankshaft, the spacing between Nos. 1 and 2, 3 and 4, and 5 and 6 cylinders is narrower than that between Nos. 2 and 3 and 4 and 5, where the in-

termediate crankshaft bearings are placed. These narrow lands were the limiting factor in deciding the bore size which could be used; they have not been reduced by the amount of the increase in bore size, for the cylinder bores are fitted with Brivadium (high nickel content) dry liners, and these are thinner in section than previously. The dimensional increase of the bores is from 66 mm (2.598in) to 68.69 mm (2.705in). Stroke has been lengthened from 96 mm (3.779in) to 99.64 mm (3.923in).

A feature of the crankshaft is that it is manufactured from nitriding steel, which enables the journals to have almost glass hardness without any fear of distortion during the hardening process. Copper-lead, steel-backed bearings are used for the mains and big-ends, and there are bolt-on balance weights, for relief of main bearing loads, placed on each side of the intermediate main bearings and on the inside of the front and rear mains. There is a torsional vibration damper on the front of the shaft.

On the exhaust side of the cylinder block the water jackets run the entire length of the bore, but on the inlet side the jacket length is reduced to provide clearance for the tappets, which are inserted through a hole in the side of the crankcase, and enclosed by a cover plate. In the longitudinal plane of the cylinder block, water space is provided between those bores where a main bearing panel occurs, i.e., between Nos. 2 and 3 and Nos. 4 and 5, and at the ends of the front and rear cylinders.

Hemispherical combustion chambers are formed in the aluminium alloy cylinder head, and the valves, which operate on austenitic steel inserts, have an included

angle of 80 deg, equally disposed on either side of the vertical centre line. These valves are operated from a single, side-mounted camshaft. The inlet valves are operated directly by means of vertical pushrods and rockers. For each exhaust valve there is an intermediate bell-crank rocking lever and a secondary near-horizontal pushrod which operates the valve rocker.

Vertical intake ports are retained, and these are fed by three Solex 32 PBI/7 downdraught carburetors. There is much to be said for the vertical inlet type of port, for it permits of good filling, but it does raise engine height, and hence bonnet line.

A minor change is incorporated in the carburetors of this new type 110 engine. A feature of this basic model of Solex carburetor is the use of an enrichment pump to provide an extra injection of fuel at the change-over point from slow running to main jets; it usually takes the form of a feed pipe into the main choke area. Development work revealed that the Bristol engine did not require this device, but there was a slight occasional hesitation at this change-over point. The enrichment pump is, therefore, retained, but the fuel passages in the carburetor have been re-routed, so that the function of the pump is to maintain the level of fuel in the slow running or pilot feed chamber at the change-over point.

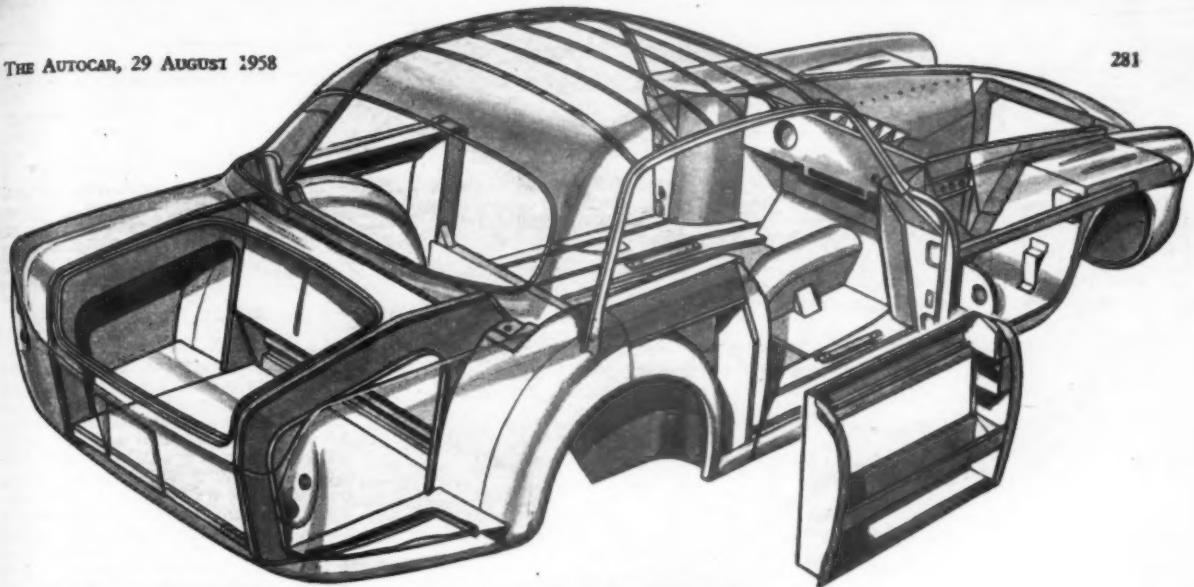
There are individual exhaust ports in the cylinder head which connect to two three-branch manifolds, the outlet pipes of which lead to a single silencer with one tailpipe.

Maximum power output of the enlarged engine is the same as that of the previous 2-litre unit, at 105 b.h.p., but arising from the longer stroke it now occurs at 4,700 r.p.m. instead of 5,000 r.p.m. Of more importance is the fact that the torque curve is fuller and smoother throughout its range, and its peak, which occurs at 3,000 r.p.m. instead of 3,750 r.p.m., is raised from 123 to 129 lb/ft.

No changes have been made to the gear box, which is in unit with the engine; it has four forward speeds, with synchro-



This unusual aspect emphasizes the clean lines.
Air intake for the ventilating system is the
flush grille in the rear edge of the bonnet



The body is constructed entirely in metal, with steel structural members and aluminium panels. This drawing shows the stress-carrying members before the panels are fixed in position

mesh of the baulk-ring type on the upper three ratios. Control is by a remote central lever. A feature of bottom gear is the use of a freewheel, which permits easy engagement on the overrun without the use of the clutch. A Laycock de Normanville overdrive operates on top gear only. It is selected by an upward-action tumbler switch on the facia. If a change-down to third gear is made with overdrive top selected, this switch drops out of engagement automatically, so that on the subsequent change-up direct top is available. This is a very desirable feature, and it is surprising that it has not been more widely adopted on other cars with overdrive.

No changes have been made in the basic chassis frame which, as hitherto, is assembled within the Bristol works; the side members are widely spaced, and of box section. The main floor is welded directly to the frame, as is the superstructure at the rear for tank mountings and that portion forming the framework of the luggage compartment.

At the front the two side members taper inward and terminate in tuning-fork arms to which the complete front assembly is bolted. A transverse leaf spring, in conjunction with a long upper wishbone at each side, are the main elements of the front suspension.

Forward of the leaf spring is the rack and pinion steering unit, with a steering rod at each end connecting directly to the forward-facing steering arms. An increase in roll stiffness has been achieved

by enlarging the diameter of the front anti-roll bar from $\frac{1}{2}$ in to $\frac{5}{8}$ in. The front spring is fitted with gaiters to retain lubricant, and the only points on the chassis which need the attention of a grease-gun are the propeller shaft and pedal bushes, the remainder being looked after by a one-shot lubrication system. This is foot-operated by a plunger head, mounted above and between the brake and accelerator pedals.

Considerable changes have been made in the method of location for the rear axle, which is now of Salisbury manufacture, the earlier types being of Bristol design with gears made by E.N.V. As previously, the suspension medium is a torsion bar placed beneath each chassis side member, and operated by an arm and drop link from the outer ends of the axle casing.

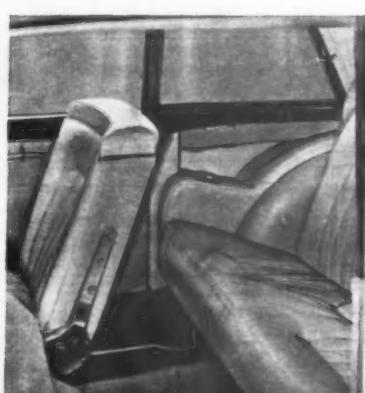
Formerly the axle was located in both planes by an A-bracket mounted from the top of the banjo casing. It has been replaced by an H-section light alloy torque link for fore and aft location, with thick rubber bushings at each end. Transverse location is by means of a Watts linkage with rubber bushes, the free link being in the centre, and the anchorage points attached to each side of the steel superstructure beneath the fuel tank. The anchorage points for these linkages on the axle are formed on a special cast light alloy cover for the differential gears; the balance link for operation of the hand-brake is also

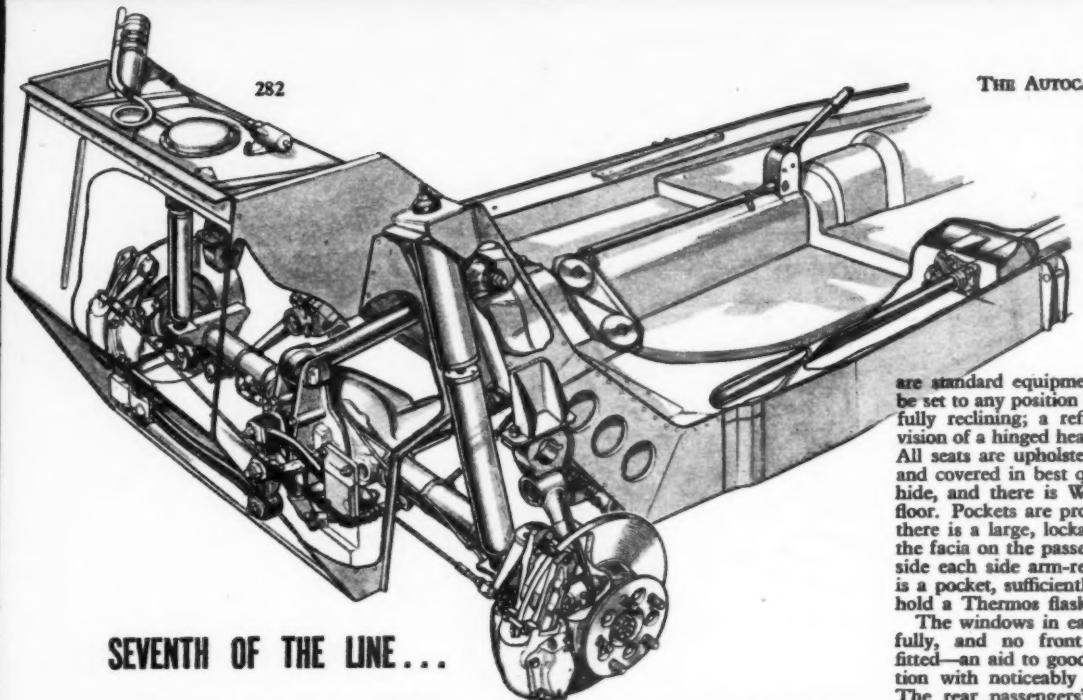


A lift-up panel behind the right front wheel encloses the battery, screen wash bottle and electrical controls: the spare wheel is in a similar compartment on the left side



(Right) The veneered facia and cowed instrument panel: shock absorbing, leather-covered rolls are used on upper and lower edges of the facia. There are five outlets for demisting the screen. Below (left): the passenger's seat in a reclined position with the head rest raised; (centre): there is a central folding arm rest in the rear seat, with a courtesy light above each side pocket; (right): the wide doors open to right angles and the windows have separate frames





SEVENTH OF THE LINE...

attached to this cover. In addition to providing more positive location of the rear axle, this new rear-end layout has lowered the roll centre at the rear by 4½ in which, it is claimed, noticeably improves the handling.

Dunlop disc brakes of 11½ in diameter are fitted front and rear. Each caliper contains a circular pad of 2½ in diameter on each side, and servo assistance is of the Lockheed suspended vacuum type. Separate, mechanically operated calipers are used at the rear for the hand-brake, and much thought has gone into eliminating friction from the linkage to improve

efficiency. From the central hand-brake lever, there is a rod connecting directly to a cable which passes over two pulleys to connect to the operating lever attached to the rear axle. From here, a cable at each side operates the wheel calipers, and thus the use of conduit is avoided throughout the linkage.

The new body is unmistakably Bristol in character, but it is very much more roomy than the 405 and, as might be expected, the finish and detail equipment are of the highest order. Earlier Bristol models have had rather pronounced shoulders but these have now been

eliminated, with the result that the screen is 4 in wider, and approximately the same amount of extra width has been provided in the rear seats. Replacement of the A-bracket for location of the rear axle has enabled the seats to be lowered and, in conjunction with the raising of the roof contour line by 2 in, between 4 in and 5 in of extra headroom is made available. These rear-end changes have also provided more fore and aft latitude so that, even with the front seats in their rearmost position, adequate room is available for the rear passengers' knees.

Reutter individual front seats

A Watts linkage for transverse location with torque arm above for fore and aft positioning, are features of the rear suspension. The adjustable torsion bars are placed beneath each side member

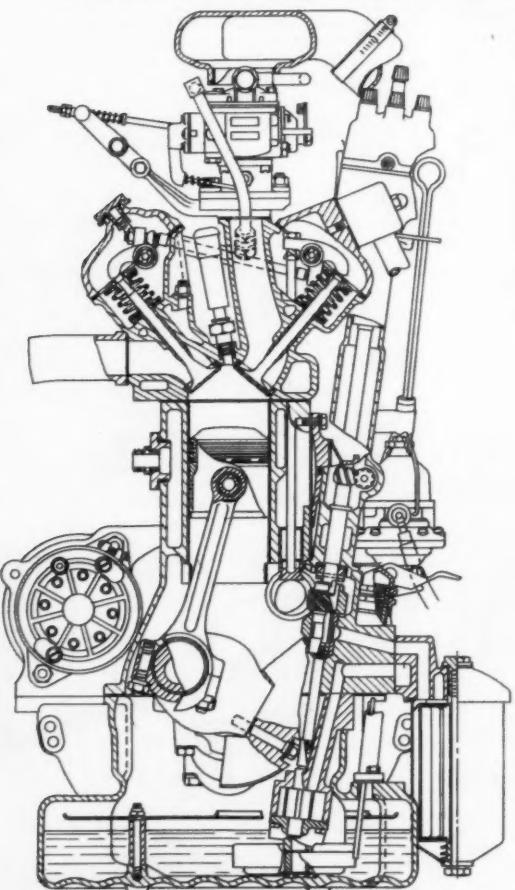
are standard equipment. Their backs can be set to any position between vertical and fully reclining; a refinement is the provision of a hinged headrest on each squab. All seats are upholstered with Dunlopillo and covered in best quality crushed grain hide, and there is Wilton carpet on the floor. Pockets are provided in each door, there is a large, lockable compartment in the facia on the passenger's side, and beside each side arm-rest at the rear there is a pocket, sufficiently deep and wide to hold a Thermos flask.

The windows in each door wind down fully, and no front quarter-lights are fitted—an aid to good vision, in conjunction with noticeably slim screen pillars. The rear passengers' side windows are front-hinged for ventilation. Heating and ventilation provision is most comprehensive. There are four controls—to regulate the amount of heat, to vary the amount of air directed to the screen for demisting, for general distribution internally, and for direct entry of cool air.

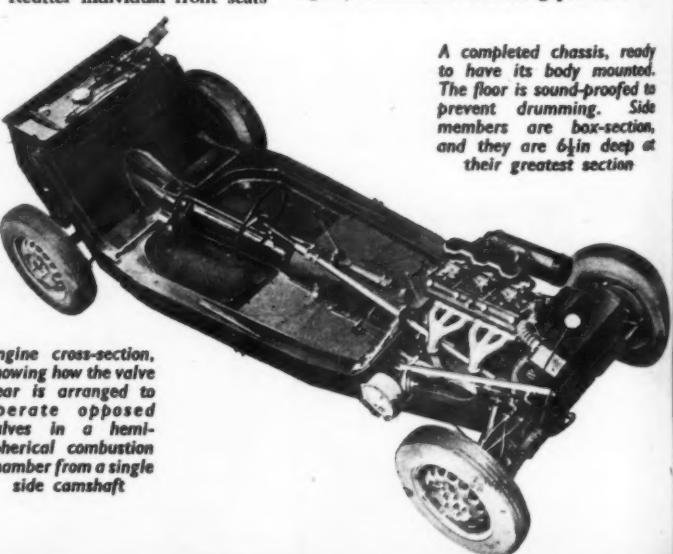
A full range of instruments is housed in a separate, cowled panel immediately in front of the driver, and clearly visible through the two-spoked steering wheel. Main controls, such as ignition switch and lights, are on the right side of the steering column, with the auxiliary switches on the lower edge of the facia on the right-hand side.

Steel framework is used throughout for body construction, this framework being welded to the chassis frame. It is panelled entirely in aluminium, and the doors are constructed wholly in this material. Hinged panels in the front wing valances give access on the left to the spare wheel, and on the right to the battery, screen wash bottle, fuses and junction boxes, and the brake vacuum servo unit. Because the spare wheel is kept out of the luggage locker, storage space is considerable, for side panniers, formed in the sections behind the wheels, provide useful storage for soft baggage.

At the rear there is a vestigial fin at each side, with the grouped rear lights below. There are three turn indicator lights, a miniature one being provided on



Engine cross-section, showing how the valve gear is arranged to operate opposed valves in a hemispherical combustion chamber from a single side camshaft



A completed chassis, ready to have its body mounted. The floor is sound-proofed to prevent drumming. Side members are box-section, and they are 6½ in deep at their greatest section

SPECIFICATION

ENGINE

No. of cylinders	6 in line
Bore and stroke	68.69 x 99.64mm (2.70 x 3.92in)
Displacement	2,216 c.c. (135 cu in)
Valve position	Opposed, in hemispherical combustion chamber, pushrods and rockers
Compression ratio	8.5 to 1
Max. b.h.p. (nett)	105 at 4,700 r.p.m.
Max. b.m.e.p. (nett)	144 lb per sq in at 3,000 r.p.m.
Max. torque (nett)	129 lb ft at 3,000 r.p.m.
Carburettor	3 Solex B 32 PBI/7 Down draught
Fuel pump	A.C. mechanical
Tank capacity	18 Imp. gallons—including 2 reserve (82 litres)
Sump capacity	12 pints (6.8 litres)
Oil filter	Vokes full flow
Cooling system	Fan, pump and thermostat
Battery	12 volt 51 ampere hour

TRANSMISSION

Clutch	Borg and Beck s.d.p. 8in dia.
Gear box	4 speed (overdrive on top). Synchromesh on 2nd, 3rd and top (freewheel on first). Central gear lever.
Overall gear ratios	Overdrive top 3.32; top 4.27; 3rd 5.52; 2nd 7.79; 1st 15.42
Final drive	Hypoid bevel, 4.27 to 1

Brakes	...
Disc dia., shoe width	...
Suspension: front	...
...	rear

Dampers	...
Wheels	...
Tyre size	...
Steering	...
Steering wheel	...
Turns, lock to lock	...

Dunlop	discs with Lockheed vacuum-servo assistance
...	11.25 dia. F. and R. (2.25in dia. pads)
...	Independent with upper wishbone and lower transverse leaf spring; anti-roll bar
...	Torsion bar with rigid axle controlled by torque arm and Watts linkage
...	Telescopic F. and R.
...	Prism-faced (5 studs)
...	6.00 x 16in Dunlop Gold Seal
...	Rack and pinion
...	2 spoke, 17in dia.

DIMENSIONS

Wheelbase	...
Track: front and rear	9ft 6in (295.6 cm)
Overall length	4ft 5in (134.6 cm) F, 4ft 8in (142.2 cm) R.
Overall width	16ft 4in (499 cm)
Overall height	5ft 6in (172.7 cm)
Ground clearance	5ft 0in (152.4 cm)
Turning circle	6.5m (16.5 cm)
Kerb weight	3,010 lb—36.9 cwt (1,365 kg)

PERFORMANCE DATA

M.P.H. at 1,000 r.p.m.	...
...	Top 18.6
O/d top 24.2	
Torque lb ft per cu in engine capacity	0.956
Brake surface area swept by linings	520 sq in
Weight distribution (kerb weight)	F. 50.6 per cent
	R. 49.4 per cent

each side of the roof panelling, and all are amber-coloured. Marchal lamps are fitted, the main lights being augmented by fog and long-range lamps placed in the air intake, forward of the new concave grille. The filler for the fuel tank, in the left-hand rear quarter panel, has a lockable flap, and the total tank capacity is 18 gallons, including two reserve.

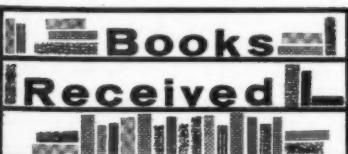
Brief Impressions

During a short run in one of the early prototypes, it was immediately apparent that the increased engine capacity, in spite of a slight increase in the car's total weight, has improved flexibility. One example is that the car will pull away quite smoothly in top gear without protest from about 23 m.p.h. All-round vision is excellent, and seat comfort very good indeed. It was not possible to obtain any performance figures; the manufacturers state that they tally almost exactly with those of the previous Type 405, which had a claimed top speed in excess of 100 m.p.h.

In producing this latest version of an established design, the manufacturers have aimed for more luxury and comfort; they appear to have succeeded, but at the cost of a substantial increase in price.



Polished nave plates with ventilation holes are fitted to the wheels. There is a reversing light on each side of the rear number plate



The Trailblazers, by T. R. Nicholson. Published by Cassell and Co., Ltd., 35 Red Lion Square, London, W.C.1. Price £1 1s.

At the stage when many people thought little of the practicability of motoring as a means of long-distance travel, the efforts of a few pioneers who crossed undeveloped continents by car were of great value in converting unbelievers, and in establishing a position for the new means of transport. It is a splendid thing that their efforts and achievements have now been placed on record in T. R. Nicholson's book, appropriately called *The Trailblazers*.

Nicholson has compiled his facts from all available sources of reliable informa-

tion, and the stories which have resulted are told with such authority that the reader may even imagine that the author was present on these marathon drives, or at least heard of them at first hand. The narratives are told in a lively manner and they are interesting to read. Unfortunately the nature of the subject matter, passing from one disaster to the next as the cars break down or get stuck on their cross-country journeys, can become monotonous if the book is read straight off as if it were a novel.

The travels of 11 pioneers are described. A number of photographs—many, with quotations, from early volumes of *The Autocar*—give a good impression of the hazards which these automobilists had to face as they “blazed” their trails.

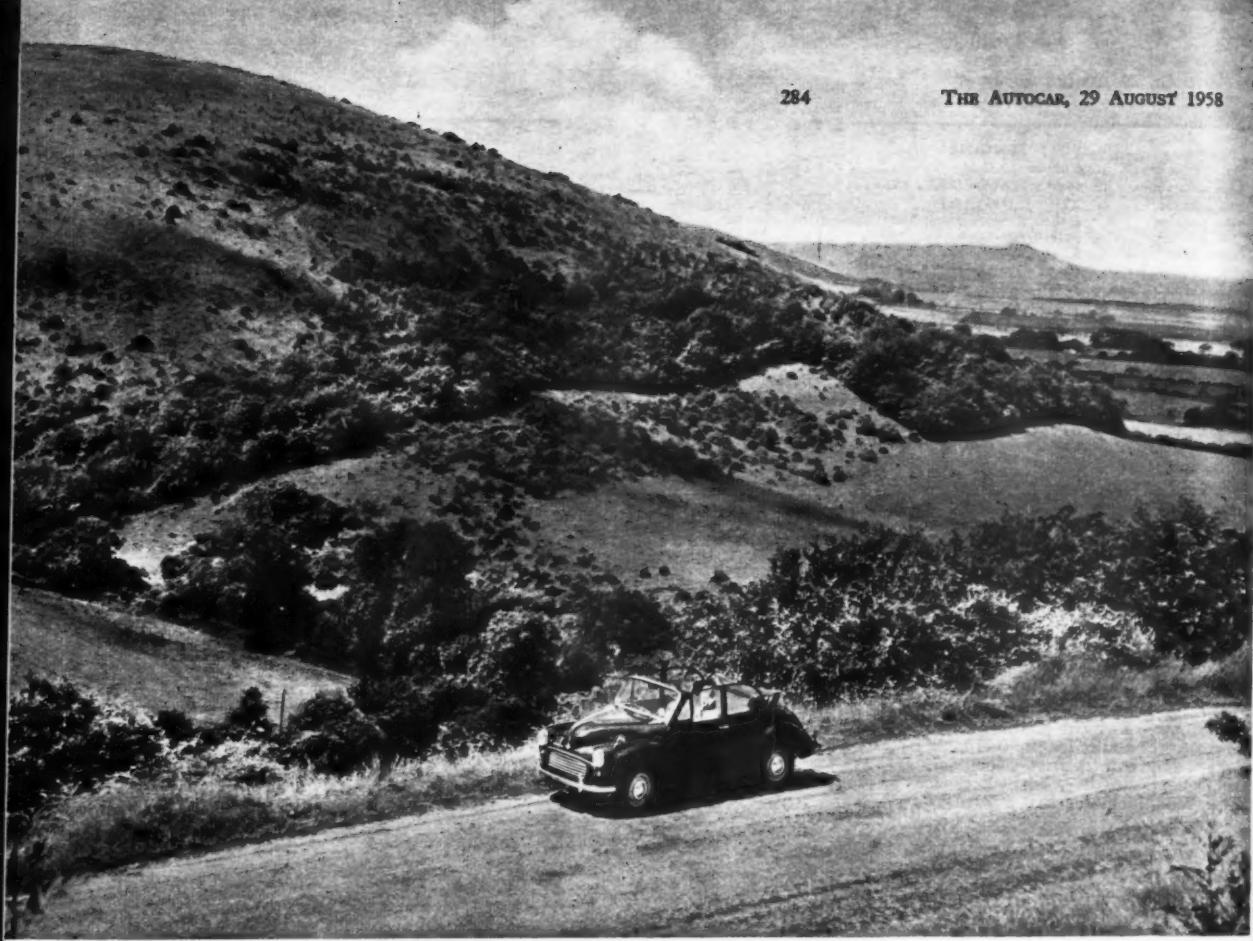
The Observer's Book of Automobiles, by L. A. Manwaring, published by Frederick Warne and Co., Ltd., Chandos House, Bedford Court, Bedford Street, Strand, London, W.C.2. Price 5s.

The latest edition of this popular pocket volume contains descriptions and illustra-

tions of the cars made by 103 manufacturers in all parts of the world, including Russia and Japan. A foreword by Stirling Moss is followed by a brief history of the automobile, an explanation of its operating principles and a glossary of technical terms, and a review of cars in alphabetical order. The tailpiece is a list of national and international registration letters.

Who's Who in the Motor Industry. Published by Temple Press, Ltd., Bowring Green Lane, London, E.C.1. Price £2 2s.

Completely revised for its third edition, this is a guide to the structure and personalities of the British Motor Industry, and also of industries, associations, organizations, learned bodies, motoring clubs and the Press which are associated with the industry. It is modelled upon The Aeroplane directory for the aircraft industry by the same publishers, which has proved useful and convenient for many years. The copious index enhances the value, for quick reference, of this very comprehensive volume.



South Downs

Running parallel with the coast, the South Downs offer one of the most attractive touring areas within easy reach of London. Towards their eastern end (above) the road leads to the famous Devil's Dyke. Amberley (right) is a lovely, unspoilt village and near Fulking (below left) the road curves with the sweep of the rolling hills. The windmills (below, right) at Clayton are aptly known as Jack and Jill.



FATHER rarely took the long holidays attached to his job, but he invariably observed two important summer rituals. The first was a family holiday in the cottage by the sea; the second an excursion, lasting a week or so, during which he, big brother and I went camping. To father, camping meant faring as comfortably and efficiently as the resources of the terrain permitted. We took a tent with plenty of room, a Primus, food and blankets. Heather provided the beds.

About nine years ago camping was considered once more, but in rather different circumstances. Could I possibly suggest to my wife that we could afford a Continental holiday only if we were prepared to camp and take pot luck? During the intervening years I had seen canvas, but there had always been someone who knew how to put sand or earth into a heavily punctured, open-topped tin, spill petrol into it freely, and then throw on the lighted match, followed by the brew-pot. Could I still be efficient? Would I remember the prickers? Could I



This French couple enjoy breakfast under a characteristic awning which, when closed for the night, forms part of the wall of the kitchen or second bedroom. A small window can be seen beyond the Simca's roof, and a larger window above the bottled gas cooker. The roof is blue, the remainder bright orange; the cost is nearly £70

Learn from the French

Continents Have Clues About Camping

still make bannocks, get the correct open-air smell from bacon? My wife's acceptance of the enterprise took me by surprise. But there was a stipulation: we were to stay at hotels en route, and to camp—and get properly organized—in one place only.

The "one place" proved by chance to be Le Cottage Hotel-Restaurant-Bar-Camping at Cap Martin, near the sea, near Menton and Monte Carlo, in the SUN. The title could have included peeng-pong, garden surroundings, a bull-frog guaranteed to respond only to my voice, a free supply of tables and chairs, cheerful hosts and an intriguing collection of affable fellow-campers representing most European nations. To all of this could be added facilities for washing clothes as well as oneself (no laundry after 10 a.m., please).

Surrounding equipment was exotic. We alone had guy ropes for everyone (including us) to trip over; scarcely anyone else needed to take advantage of the offer of free chairs and tables; our un-insulated tent looked naked without overlay; and much of our equipment, carefully selected for its deplorable condition (of which I had once been proud in the damp mountains), looked as inappropriate on the Riviera as *haute couture* or a bikini at Bettws-y-Coed.

Regularly since that year I have been fascinated by the organization of Continentals on their camping holidays. As a Frenchman put it this year: "We camp in thousands, yes, but we do like our comfort. We have our own tables and chairs, comfortable beds, and cooking facilities which adequately meet our own ideas of a good dinner."

Some of the accompanying pictures show the type of tents most favoured by the French. Nearly always they are a very bright, gay orange, nowadays often with Royal blue roofs or awnings. Other Continentals, including many Belgians, use similar tents, but the Dutch, like us, frequently choose green monotonies. The tents are far more advanced in design than most of our own—and are more expensive.

A very popular type, available in a number of variations, has a small "under-tent" with sleeping room for two, over which

is spread a second covering twice the length of the first. Thus, insulation is provided for the occupants of the smaller tent. Either side of the extra length of the outer covering may be raised to form a horizontal sun canopy, so that during the day-time, table and chairs are outside the tent but in the shade, while cooking is accomplished in the second "room". At night, with the flap down, the extra space may be used as a second bedroom.

A feature of all these bright tents is that the outer layer sweeps down almost to the ground, so that the securing ropes are only about a foot long, or even less. Quite often loops of catapult elastic are used instead of cord, partly for speed and also because shrinkage in rain is looked after automatically.

The French offer a wide range of bottled gas cooking equipment, from the little picnic Bluet to long-lasting, two-burner types. The many French camping shops surprise the average British camper. Brightly coloured folding armchairs are set at full-size, strong folding tables; there are bottled gas lamps, ice boxes, and all manner of smaller refinements. And always the dominating colour of the orange tents.

The Continental attitude to camping is the reverse of the British. Our inclement weather impels us, in our early camping days, to take the oldest bedding, oldest towels, oldest clothes—to assume that everything will get ruined when, inevitably, the camp gets washed away in a storm. The French take the view that as at home they keep their most battered bits and pieces away from the eyes of guests so, when camping, only their most choice possessions are worthy of the public gaze.

When a typical British entourage sets up beside one of the best Continental layouts the extent of the difference is amusing. Fortunately, the contrast is so great that the British encampment is benevolently regarded as a curiosity rather than an eyesore, and camaraderie is quickly established.

R. M. C.



Right: Beside a cleverly designed tent stands a car well protected from the sun. Below (right): There is little to trip over round this Dutch outfit. Below: The "headquarters," with games room and restaurant, of a good southern camping site



A magnetic-ended dipstick; the magnetism is strong enough to hold pins, which indicate the magnetic region. Auster's Everyman roof rack; a de luxe toolkit by J. Stead



Compass backing and map-reading glass of a new map measure (or opisometer); a kerb-climbing ramp in place; and Stratton car-insignia cuff links



Accessories

Leather Toolkit

A NEW de luxe toolkit is to be marketed next month by J. Stead and Co., Ltd., Manor Works, Cricket Inn Road, Sheffield 2. It is contained in a leather wallet, zip-fastened and measuring about 8½in by 4½in by 1½in. The contents are a plain and a Phillips (+ blade) screwdriver; pliers; adjustable spanner; feeler gauges; plug tester; insulation tape; tyre pressure gauge and a duster. The price will be £3 3s 9d.

On the Beam

REFINEMENTS of the new de luxe Pathfinder map-distance measurer are a magnifying glass for map-reading, and a compass in the reverse side. The measurer is of the simple but accurate kind based on a little wheel, which is moved along the route on the map, and connects by gearing to a scale marked in miles and kilometres. The proper name for such a thing is opisometer.

The distributors are John Cennell and Co., Ltd., 6, Ludgate Square, London, E.C.4. The price is £1 5s.

Car Cuff Links

ROLLED gold and enamel Stratton cuff links bear the insignia of Austin, Morris, M.G., Riley, Wolseley and Jaguar. The last incorporates the new Jaguar head crest of the car company.

They have bar and swivel toggle links, strong in service. The finish is neat and the colours of the enamels clean. The price is 15s 6d a pair, postage 6d, and the vendors are Bolders and Co., Ltd., 370, Strand, London, W.C.2.

Kerb Climbing

KERB height is, with modern small wheels, increasingly a problem to those owners whose garage entrance makes the bump and jump necessary. The steel ramps introduced by Decospray, Ltd., Eastmoor Street, Woolwich Road, Charlton, London, S.E.7, seem excellent for kerb-climbing. Their width of 1ft 3in makes them easy to aim for, and the height of 4½in is right for any ordinary kerb. The price is £1 15s a pair.

Designed to be left in the garden by the gate, the ones seen had an excellent finish, being shot-blasted first, then zinc-coated, and finally sprayed with tough aluminium paint. The welding was good, and the broad treads would be kind to tyres. They would serve for cars of any weight.

Magnetic Dipstick

THERE can be three kinds of particles in sump oil. Carbon is soft and non-abrasive; mineral dust should have been kept out by a carburettor intake air filter; but there is also iron and steel dust, a relic of manufacture and assembly, and a product of wear. This is abrasive, and some may cheat the engine oil filter.

A magnetic dipstick is being made by Engine Protection, Ltd., Station Road, Kingswood, Bristol. It costs 9s 6d. The handle end, topped by a knob, is normally longer and more accessible than a standard stick. The tip does, in fact, collect ferrous dust, and this is removed each time the dipstick is wiped. Even if all the dust is not thus collected, it seems a good idea to trap as much as one can.

To ensure correct fit and oil-level indication, the makers need to know car model and year, and also engine number.

Anti-Shine

TO prevent plastic seats making suits shiny, there is a new part-cover called Suit Sayer, costing £2 5s. Measuring 1ft 4in wide and 4ft long, it is made of serviceable black cloth, spotted with cherry red, light blue, green or yellow. It is backed with ½in of plastic foam, so that it does not slip about, and has a small but useful softness and thickness. On a bench seat, it helps the stability of the occupant.

Inexpensive Rack

THE boom in roof racks has created this year something of a furore about unsound models of unsuitable materials. It is a good thing that more of the established firms of high repute have turned their attention to this field. The new Auster Everyman, although costing only £3 3s ex works, is strong and of proper tube steel, well jointed. Its size is 2ft 10in by 3ft, and the finish is black enamel. The claimed capacity is 200 lb, which would seem justified. There is a full complement of five crossbars.

The makers are Auster, Ltd., Crown Works, Barford Street, Birmingham, 5.

Reductions in the price of Mobil Perma-zone, a corrosion-inhibited anti-freeze based on ethylene glycol, bring quart cans to 13s 5½d and 1-gallon containers to £2 12s. There are also bulk supplies.

The makers are Mobil Oil Co., Ltd., Caxton House, Westminster, London, S.W.1.

The clean contours of the ID19 body shell contribute to a modest fuel consumption and negligible wind noise at speed. Each stainless steel wheel cover is a single pressing. Red tell-tales above each head lamp give a night-guide to width and to bulb failure



Autocar ROAD TESTS 1698

Citroën ID19

ONE of the boldest gambles in the history of motoring was taken almost exactly three years ago with the launching, by the traditionally enterprising French Citroën company, of the DS19; it constituted such a break-away from convention in so many respects that the motoring world's reactions were understandably mixed. If the simpler and less costly ID19, the subject of this test, had been introduced first, the shock might have been less. Both models have front wheel drive and all-independent suspension, trailing arms dispensing with the back axle.

First shown to the French public at the Paris Salon in 1956, the ID19 is available in France in standard and de luxe forms; only the latter type is assembled at Slough, and this model began to leave its production line only last March.

Its mechanical specification includes a less powerful version of the two-litre four-cylinder engine, for which a single-choke Solex carburettor is used in conjunction with induction porting cast integrally within the head, and a conventional ignition system with h.t. distributor is fitted.

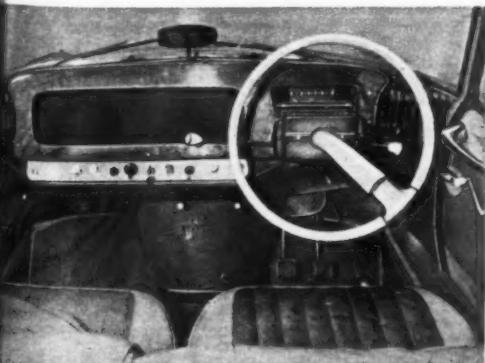
Compensation for an 11 per cent lower power output is found in the fact that the ID's engine has less work to do in energizing auxiliary services, since on this model hydraulic power is applied only to the hydro-pneumatic suspension—not to brakes, steering, clutch or gear selection. This may explain why its performance figures in general have proved slightly superior to those of the DS19 tested by this journal on 7 December 1956. In external appearance it is practically indistinguishable from the DS, but there are material differ-

ences within the body. Thus, for instance, the front seat back rests are not adjustable for rake (although English leather seat trim is specified for both models), the carpets are not backed by cellular sponge rubber, the facia is quite different, and the steering wheel is of considerably increased diameter. The car's heating and demisting system is simpler.

Unconventional in appearance and mechanical specification, this Citroën belies its looks, perhaps, in being a splendidly spacious and practical family touring saloon—not a sports car. There is room in abundance for legs, heads and elbows; possibly unparalleled all-round vision for sight-seeing; a deceptively capacious luggage locker; and robust suspension controls which automatically compensate for changes in load and its disposition. In open country it has a long and easy stride from which it seems never to tire, and this, coupled with altogether exceptional handling qualities, enables it to cover long distances much more quickly than the accompanying performance figures might suggest. Economical on fuel, it runs happily on commercial grades with the ignition retarded by a manual control.

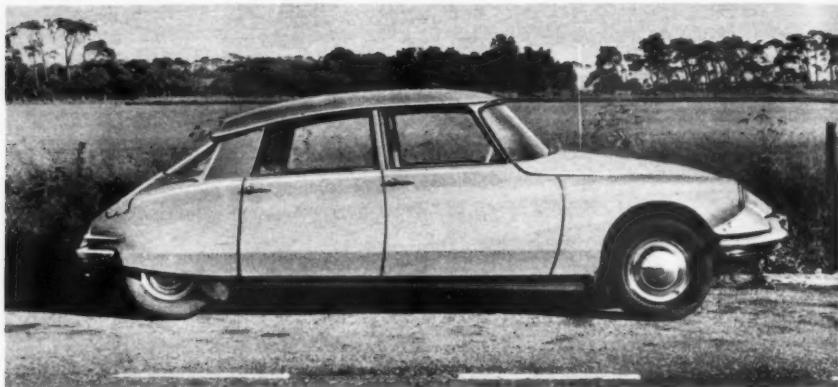
To step out of a steel-sprung car and into the pneumatically supported ID for the first time is to experience a new sensation in motoring—more correctly, to *lose* some of the less pleasant sensations of motoring. Yet it is even more salutary when, after living with the ID for a week or two, one steps back into the conventional world. At low speeds Michelin X tyres (with steel cord reinforcement backing the tread) fitted as standard equipment add some harshness to

Minor controls are arranged beneath a somewhat incongruous wooden facia. The suspension height control lever (here in its normal setting) is to the left of the passenger's feet. Instruments are confined to speedometer, ammeter, fuel gauge and oil pressure warning light. Right: the Citroën's aerodynamics are enhanced by a rear track 8 in narrower than the front and enclosed rear wheels. Signal flashlights extend behind the roof guttering



Citroën ID19 . . .

A large window area is complemented by exceptional slender screen and door pillars. The Citroën is particularly easy to wash, and to clean the roof more easily the suspension is lowered



the ride, and some working of the road wheels can be both heard and felt. Thus the full benefits of this suspension system are not immediately apparent—nor does one demonstrate the Citroën to one's friends on a rough gravel drive. It is not, therefore, silent-running nor free from vibration over its native pavé.

Yet in average or fast motoring, especially at speeds over about 40 m.p.h., the degree of comfort and relaxation is quite excellent. The automatic levelling control and an exceptionally low spring-rate combine literally to iron out most surface inequalities, and to give a sense of detachment which in no way implies loss of "feel" to the driver.

Perfection eludes the most competent designs, however, and the Citroën suspension occasionally can be "caught out" even on British and Continental main roads in a very disturbing manner; over bumps of a certain profile it will react so violently that rear passengers will hit their heads on the roof, where a car having conventional suspension will take the obstacle in its stride. Moreover, a dip in the road—if the change in inclination is quick enough—will cause the ID to bottom on its suspension stops with equal violence—these remarks applying when the suspension setting is normal; two slightly harder settings adjusted by a lever to the left of the passenger's feet can be selected on the road, but these detract from the overall comfort. After brief acquaintance with the ID one senses instinctively which undulations are likely to disturb it, and learns to adjust one's speed accordingly, and it must be emphasized that these traits come to the surface only rarely.

At night the head lamp beams are naturally affected by the car's self-levelling properties, so that in general they remain particularly steady; but on the car tested, an already sharp cut-off of the dipped beams was made more acute by nose-dip on braking. On full-beam the head lamps of this car were very accurately adjusted, and enabled high speeds to be maintained until one was confronted by a counter stream of traffic.

The beefy four-cylinder engine performs very ade-

quately, and returns a singularly modest fuel consumption for a vehicle of such carrying capacity and performance. It is neither silent nor smooth, yet its rugged nature and a 24-year background breed confidence in its life and dependability—thus the apparent difficulties of changing an engine will very seldom have to be faced.

Indeed, the character of the engine of this most modern car, allied to exceptionally high transmission gearing, provoke reminiscence of a much earlier era of motoring; for the ID19 has the seven-league boots of a large Edwardian car. In the indirect ratios the engine can be taken up to exceptionally high revs, valve bounce occurring at around 5,800 r.p.m., representing 60 m.p.h. in second and 93 m.p.h. in third. But the latter figure is of purely academic interest, for even were it obtainable in other than favourable circumstances, it would still serve no practical purpose. Even when driven hard and fast this car's thirst for fuel remains modest, and a 14-gallon tank gives a proper touring range of well over 300 miles. The fuel gauge, however, is hopelessly vague.

In top gear the normal maximum is reached at about 3,750 r.p.m., so that this Citroën can be cruised indefinitely at the maximum speed obtainable in any circumstances. On part-throttle it then becomes almost completely smooth and silent, and the miles slip by with as little commotion as is experienced on very much more powerful and expensive vehicles.

On the many *routes nationales* in its country of origin, where high speeds can be maintained for long periods, the ID is thoroughly at home. In these islands it is fundamentally more suited to those whose motoring takes them over long distances in the country than to city dwellers, for the high gearing necessitates rather frequent gear-changing on busy or tortuous roads and in hilly country. In these circumstances third speed is in use most of the time and top is reserved as, in effect, an overdrive. In fact, the minimum useful speed in top is about 30 m.p.h., for below this there is, understandably, negligible power and some roughness.

Left: Hydraulic control of the suspension also provides a jacking system for wheel changes, in conjunction with a simple stand placed beneath either door pillar. The wheels are secured by a single, central lock-bolt, and the rear mudguards are easily detached. **Right:** Absence of a rear axle has permitted a luggage boot of considerable depth and 17 cu ft capacity, despite a minimum of body overhang. The bumpers are extremely stout





Left: Pendant-type pedals are well suited to the ID19. The engine housing extends back into the driving compartment, but its obstruction is not serious. Above: Wide doors, frameless windows, abundant leg room and luxurious seating are evident. The high setting of the rear cushion allows its passengers an exceptional all-round view

In transmission details the Citroën displays a high degree of engineering quality. The clutch, for which a rather long pedal movement is provided, is extremely smooth at all times, with never a trace of judder. It was only with difficulty, however, that the car could be re-started on a one-in-three gradient with only the driver aboard—a function of too high a bottom gear, for the attempt was not foiled by a trace of wheelspin. First and second gears are notably quiet, and there is no gear noise to distinguish between third and top. The steering-column gear change is one of the most pleasant that we can remember, being very precise and reasonably light to operate. Synchromesh, unbeatable, is applied to all except first speed. The final drive gearing on the car tested was also silent, and the only trace of transmission snatch was noticed at low speeds on the overrun; a brutal standing-start would produce some front-wheel tramp.

On taking over the ID19, the first surprise discovery was that its steering was light during normal motoring, and became somewhat cumbersome only during parking manoeuvres or on acute corners at a low speed. Indeed, the steering of this car sets, perhaps, an absolute standard among present-day cars for its complete precision, lack of transmitted road shock, and directional stability at high speed even in a strong cross-wind. The sense of security which such steering imparts is very probably beyond the experience of most motorists. The turning circle of 36ft is particularly creditable, considering that the car has a 10ft 3in wheelbase.

Unlike many front-wheel-drive cars, the Citroën can be motored round a bend either with the engine pulling or on the overrun without displaying any detectable change in handling, and displays no temperament if the driver lifts his foot in the middle of a curve. With the far greater percentage of weight over the front wheels, traction is at all times first-class, but the unusually soft independent suspension no doubt contributes towards exceptional adhesion also at the rear, even with the car only lightly laden.

Inboard disc brakes are fitted at the front and normal drum-type at rear, as on the DS, but there is no assistance for the driver. Thus, as is to be expected, rather high pedal pressures are necessary. Although the brakes gave every confidence at speed, the Tapley figures from 30 m.p.h. were disappointing, the rear wheels locking too easily. When they were applied hard from high speeds, there was some roughness or vibration of the front brakes. Although during a fast cross-country run no fade was experienced, several successive stops from a high speed induced some loss of braking effort and increased pedal travel.

A very comfortable driving position, with the legs at a suitable angle to the pendant pedals, is marred for those of short stature by the height of the steering wheel rim relative to their eye level; were the front seats raised by, say, 2in. there would still be ample head room. The rear view

mirror is rather inadequate, and is so placed that it obscures the top of the left wing from the driver's view.

Moving in an arc beneath the facia on the driver's right is a hand-brake lever of unusual design, not too easy to reach, but having a thoughtful safety catch to guard against accidental release by a child. It holds the car very efficiently on a one-in-three gradient.

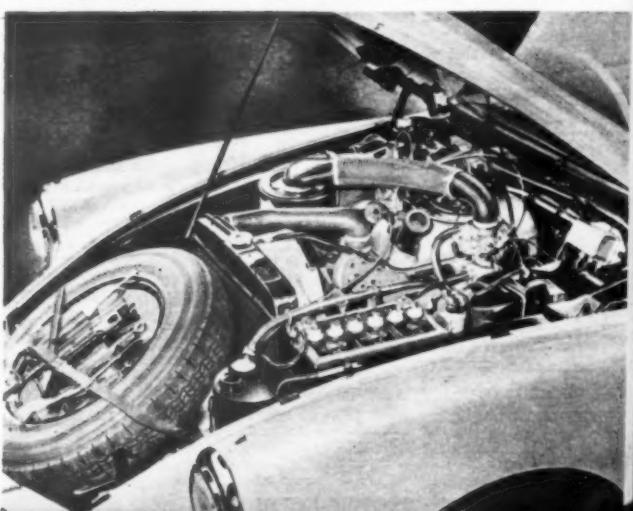
Safety fittings of the ID include the single-spoke steering wheel without a central boss (but at times, especially on long straight roads, the left hand needs a spoke to support it), sponge rubber padding below the facia and around the roof rail, and flexible sun visors. The latter can be swung round most usefully to shield one from a low sun shining through the front door windows. Padded side cushions built into the rear quarters of either side support sleeping passengers' heads.

Exceptionally thin screen pillars and deep, frameless side windows add much to driving pleasure and freedom; at high speeds air leaks around the windows betray themselves rather noisily, but otherwise there is little wind noise. The front door windows can be lowered (with many turns of rather stiff handles) flush, without promoting drafts; but during wet weather they are best kept shut. However, the fresh air ventilation system allows minor hurricanes to be directed over the head, into the face and over the legs. These are dependent on the car's movement, and there is no booster fan to cool one in city jams during hot weather.

Air for heating and de-misting services is directed from behind the many-bladed nylon radiator fan through a small supplementary radiator element connected to the engine's water supply, and into the cabin where two levers beneath the glove pocket give accurate control. Even at low engine speeds the delivery is strong and the system almost silent.

Criticism must be levelled at wipers, which leave a large central area of the screen unswept and are none too effective over the area they do cover, especially at speed. A fingertip, flick-type switch behind the steering-wheel for the flashing signals would be more convenient than the two-way switch on the control panel—not easy to find at night.

Stowage space for maps and other odds and ends is limited to the open glove locker and a vast shelf behind the rear



A simpler engine room than that of the DS19 makes the ID19 easier for routine service, but major tasks are still a problem. Beneath the spare wheel are cooling ducts to the inboard, disc-type front brakes

Citroën ID19 . . .

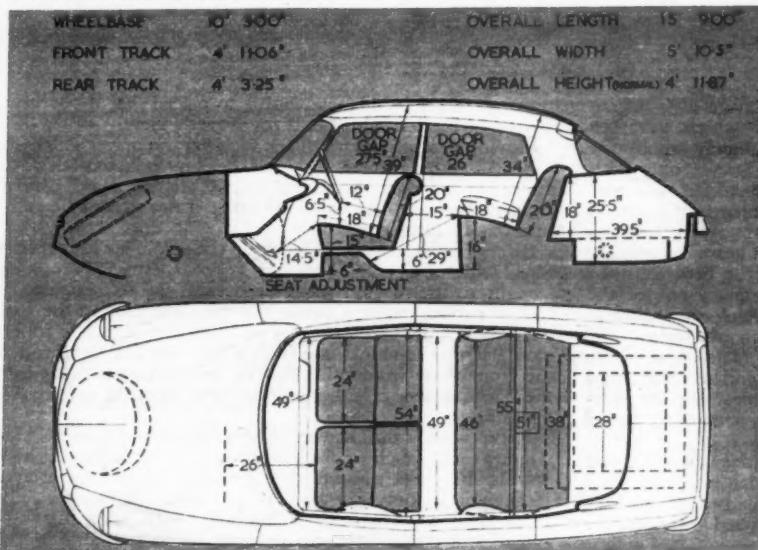
seat squab. Such is the ride of the car that any extra gear placed on the floor in the centre of the driving compartment does not shift about.

Inevitably one is asked whether it is worth paying an extra £228 for the DS. In performance figures there is practically no difference between them; many drivers still prefer direct control as provided by the three pedals and conventional gear change of the ID, and are prepared to put more energy into steering and braking. Yet only in the DS

can one appreciate fully the chief objectives in the Citroën engineers' minds when this design was evolved—those of relaxation and reduced driving effort, so important on long journeys; and the DS comes, too, with those extra little touches of luxury equipment as well as being spread more liberally with sound-deadening materials.

In a nutshell, the ID19 can cover extensive distances fast and in great safety, and is economical to run. It feels robust and well-engineered, and extends to its passengers pullman comforts plus the panoramic field of view of an observation car. It is obviously at its best on the uninterrupted Continental highways for which the design was conceived.

CITROËN ID19



Scale 1 in to 1 ft. Driving seat in central position. Cushions uncompressed.

PERFORMANCE

ACCELERATION:

M.P.H.	3.31-1	4.77-1	7.35-1	13.79-1
10-30	—	—	6.8	—
20-40	—	10.4	7.0	—
30-50	18.2	10.9	8.0	—
40-60	20.5	11.8	—	—
50-70	22.4	15.8	—	—
60-80	33.7	21.5	—	—

From rest through gears to:

M.P.H.	sec.
30	6.1
40	9.9
50	14.0
60	21.1
70	30.7
80	42.7

Standing quarter mile 22.3 sec.

MAXIMUM SPEEDS ON GEARS:

Gear	M.P.H. (mean)	K.P.H. (best)
Top	86.5	139.2
3rd	58	141.6
2nd	87	140.0
1st	60	96.6

TRACTIVE EFFORT:

Top	150	1 in 14.9
Third	223	1 in 10.0
Second	370	1 in 6.0

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	90
True speed	10	20	30	39	48	58	68	78	87

DATA

PRICE (basic), with saloon body, £998. British purchase tax £500 7s. Total (in Great Britain) £1,498 7s.

ENGINE: Capacity, 1,911 c.c. (116.5 cu in). Number of cylinders: 4. Bore and stroke: 78 x 100 mm (3.07 x 3.94 in). Valve gear: o.h.v. pushrods, hemispherical combustion chambers. Compression ratio: 7.5 to 1. B.H.P.: 66 at 4,500 r.p.m. (B.I.P. per ton laden 48.4). Torque: 97.6 lb ft at 2,500 r.p.m. M.P.H. per 1,000 r.p.m. in top gear: 23.

WEIGHT (with 5 gal fuel): 24.27 cwt (2,720 lb). Weight distribution (per cent): F, 65.6; R, 34.4. Laden as tested: 27.27 cwt (3,056 lb). Lb per c.c. (laden): 1.6.

Brakes: Type, Citroën, disc and drum. Method of operation: hydraulic. Drum dimensions: R, 10in diameter; 1.5in wide. Disc diameter: F, 11.6in. Lining swept area: F, 227.8 sq in; R, 84.3 sq in (228.8 sq in per ton laden).

TYRES: 16.5—4.00 Michelin X. Pressures (lb per sq in): F, 24; R, 20.

TANK CAPACITY: 14 Imperial gallons. Oil sump: 7 pints. Cooling system: 15 pints.

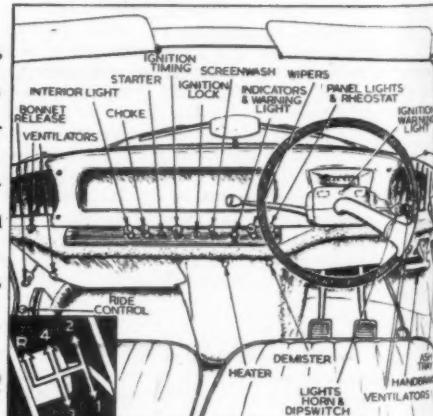
STEERING: Turning circle. Between kerbs: 37ft 1in. Between walls: 39ft 1.5in. Turns of steering wheel from lock to lock: 4.

DIMENSIONS: Wheelbase: 10ft 3in. Track: F, 4ft 11.06in; R, 4ft 3.25in. Length (overall): 15ft 9in. Width: 5ft 10.5in. Height: 4ft 11.87in. Ground clearance: 6.25in (normal).

ELECTRICAL SYSTEM: 12-volt: 57 ampere-hour battery.

Headlights: double dip; 50-40 watt bulbs.

SUSPENSION: Front, independent half wishbones. Rear, independent trailing arms. Oleo-pneumatic suspension strut for each wheel incorporates fluid damping. Anti-roll bars front and rear.



Disconnected Jottings

BY THE SCRIBE
Barry Appleby Drawings

Sinking Steadily

AS might be expected, the Report of the Road Research Board (1957) deals largely with road problems. Always suspicious of moorland roads, because of the ponies, I now understand why they always seem to be rather wavy of surface. For with peaty soils, settlement continues after pore-water pressure is dissipated. Times of dissipation conform closely with those calculated by Terzaghi's inverse square law for one-dimensional consolidation.

There doesn't seem to be much we motorists can do about that; but we can refrain from luring ponies to the roads by feeding them.

Not Fast, Really

THE Board may sometimes be a little technical in its language, but it does not go in for prejudice or oratory. In an interesting section of the report, dealing with average speeds measured on home and Continental main roads, there is no denunciation of blood-crazed speed maniacs lustng for the supersonic, nor outcries about vile old dodders in disgusting and unsafe old cars cluttering up the roads. But in this section there are interesting figures:—

Mean car speeds on motorways	and on ordinary main roads
Belgium 52	—
Holland 53	47
Germany 54	45
France 52	50
Britain —	42

The Continental main road speed mean is rather higher than it is in Britain. The Board hazards a guess that our mean speed on our new motorways will be 50.

The mean speeds must be made lower on the Continent by miniature cars; and in this country, by our percentage of "old heaps". They may not reflect truly the speeds of full-sized and modern cars.

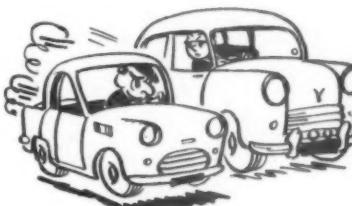
Back to Normal

IT seems very doubtful that motorways will form the main part of travel and motoring for us here. Ordinary roads, city streets, not to speak of shopping and other local activities, will continue to account for most of the mileage and for our driving habits. I cannot see that special roads will breed a new crop of very fast vehicles and fast drivers. Up to the top speeds of our four-legged cousins in the animal world, as high as 40-60 m.p.h., all healthy human beings do not have to strain quickness, vigilance and eyesight. However, 100 m.p.h. does require enormous concentration, the development of instinct and senses to a higher pitch, and a car which is

either expensive, or a big-engined little one with limited accommodation.

As the Board points out, drivers in built-up areas seem to go above legal limits when they feel it is safe to do so, and well below the limit when they don't like the conditions at all.

At all times, drivers just choose a comfortable speed, which doesn't frighten or strain them—or their cars. I dare say they will be as sensible on motorways as they are on *autobahnen* and *autostrade* when they go touring.



Comfortable speed

Low Levels

A GARAGEMAN'S view of secondhand car sales was that pre-war popular cars had reached very low prices, and those of early post-war cars, especially those with very big engines, had also declined greatly. He spoke of recovery of prices, but I do not think that to be an appropriate word. In a post-war car shortage, secondhand prices reached an absurd level, and they continued at a high rate even when the car famine had gone. A friend in the trade told me that many people were so used-car-conscious that it never even occurred to them to consider buying a new one.

However, it seems to me that used car prices are not "slumping," but becoming normal. They should reflect the residual value of a car—not only the mechanical state, but also that of the wiring, the paint, the plating and upholstery. There are perhaps three stages of life—the first innings, all smart and sound, although afflicted with teething troubles; a period of long and honourable service with some wear and some loss of smartness; and a decrepit old age as a "good-goer."

Immortality

I DO not know what mileage and age figures to take for the first two periods, since they are so greatly affected by original quality and subsequent treatment, but the third or "good-goer" phase may go on for ever. If the brakes and steering are rebuilt every few years, the rest can always

be coaxed into action, for if some sort of spark reaches some sort of petrol mixture, there is usually combustion. If a wire carrying electricity is lashed to a further wire, the current will generally continue onward until it reaches a lamp in triumph. This is all right for artisans with expert chums, but exhausting and worrying for young gentlemen.

Where the used car buyer has been at fault in the last decade is in supposing that the old-age period never arrives. Harassed by the numerous mechanical, electrical and corrosion problems of a car's old age, he then sometimes reacts by seeking quality, because he is beginning to think popular cars are "no good." He buys an aged quality car, under the impression that such a one lasts for ever; its many troubles may prove more costly than those of the popular cars.

Old Cars as Art-form

IN conversations overheard and random meetings are any guide, artisan motorists thoroughly enjoy a nice bit of trouble.

The old bus has cracked amidships. If you ask me there's always been a weak point; they should have put some re-inforcement there. Joe Metalbasha is coming to dinner on Sunday, and the crack is to be fixed. It will be interesting and enjoyable; we are going to use a gusset cut on the bias. My boss has given me a nice bit of material though I haven't told him yet.



Gift from the boss

Frontier Incident

WHEN I asked whether hailstones really could damage body panels several readers wrote. One in the States, had met big stones which had damaged his car, not to speak of breaking the windows in the house. Another reader mentions the denting of all the aluminium panels and head lamp shells of an old Vauxhall, during a picnic in the Khyber Pass.

My romantic imagination had thought that the Khyber was in other respects rather unsuitable for a picnic.



Spanish Petrol Surprise

AS we closed for press confirmation of a rumoured tax increase on petrol in Spain was still not obtainable. Reports had indicated an 8d a litre increase which would raise the price by three shillings to no less than 8s 5d a gallon. It seems certain that if the change is as high as this some tourist concession will have to be made. The increase is reported to be part of a series of new taxes on so-called luxuries.

Oporto Report by Air

A FULLY illustrated report of the Oporto Grand Prix follows these news pages, thanks largely to the co-operation of our sister journal *Flight*. After the race, Peter Garnier and staff photographer Ian Macdonald were able to fly home from Portugal in *Flight's* Gemini, with a first-hand story and race photographs. Alternative means of travel were either unsuitable or would have taken too long.

Standard Expansion

NEW premises have been acquired on the Slough Trading Estate in Buckinghamshire by the Standard Motor Co., Ltd. This is the company's latest develop-

Next Week

- ★ Review of British road construction plans and prospects
- ★ Taking a caravan to the Arctic Circle
- ★ Road Test—the Mercedes-Benz 220S
- ★ Illustrated report of the Liège-Rome-Liège rally.
- ★ News and regular features.

ment since the acquisition of Mulliners, Ltd., and it will give them an additional operational area of 160,000 sq ft, with 1½ acres of hard standing, in the London area. The new organization will be used mainly for spare parts storage, but there will be some additional facilities for repairs. The new Slough premises will have a staff of 300 to 400 employees, and is expected to be in operation before the end of the year.

Recuperating Meters

WHEN the Westminster parking meter scheme came into force the regulations made it clear that it is officially

illegal to "recuperate" meters by inserting an additional coin before they run out. Now, ten summonses have been issued against motorists who either failed to pay the initial charge, left a vehicle at the meter after the excess charge period had run out, or "by the insertion of an additional coin in a parking meter did unlawfully postpone the indication by the meter of the time after which the excess charge would have been incurred."

German Exports Decline

IMPORTS of cars to the United States from West Germany in May fell from 12,022 (in April) to 10,111. In contrast, the total of British exports to the U.S. market was practically unchanged at 11,596, bringing the total for the first five months to 62,833 vehicles. This figure, as well as the May totals, leaves us comfortably in the lead as the largest exporter of vehicles to America.

German exports as a whole declined steadily from 65,533 in March to 54,849 in July. Total exports from January to July were, however, appreciably above those for the same period of last year—415,064 compared with 324,098. Production was also up in this period, from 687,187 to 849,404.

Lt.-Col. GOLDIE GARDNER

LIEUTENANT-COLONEL A. T. GOLDIE GARDNER, O.B.E., M.C., M.I.M.I., died at his home at Eastbourne last Monday after a long illness. Born in 1890, and educated at Uppingham School, he served in the first World War in the Cavalry and Royal Artillery, being severely wounded and awarded the M.C. He rejoined the Royal Artillery, and served throughout the second World War, spending a considerable time on the Continent with the 21st Army Group.

He first became associated with the motor industry in 1920, and his name will always be associated with numerous well-planned and successful attacks on International class records—particularly with M.G. His first love lay in motor racing, but he crashed badly in the 1932 Ulster Tourist Trophy, his injuries doing considerable harm to his old war wound. He decided, after he had recovered, to confine himself solely to Brooklands track events, and, in 1935, took to record-breaking, starting off with his last track car, a supercharged 1,087 c.c. K3 M.G. Magnette. To this he fitted an offset single-seater body and lapped the Outer Circuit at 124.4 m.p.h.—a record which has remained unbeaten.

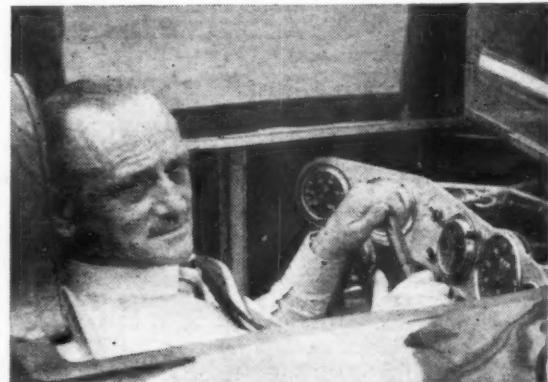
Turning his attention to other places than Brooklands, he took the car over to the Frankfurt-Darmstadt *autobahn* and collected many Class G records—and to Monthéry for attacks on the hour record, all in June, 1937. So he continued, until the war, taking International class records. In 1938 Lord Nuffield produced a

single-seater record breaker fitted with a supercharged 1,087 Magnette engine producing very nearly 200 b.h.p., which, on the Dessau *autobahn*, in 1939, raised the flying mile and kilometre records to over 200 m.p.h.

After demobilization in July, 1945, Goldie Gardner returned to record-breaking. With a six-cylinder, streamlined M.G. he took Class H (up to 750 c.c.)

records at nearly 160 m.p.h. on the Jabekke-Actre motor road in Belgium. In 1947, using four of the M.G.'s six cylinders, he took all Class I (350 to 500 c.c.) records, from 1 km to 5 miles. In 1949 the engine was fitted with a special 3-cylinder crankshaft, and, using two cylinders and a bob-weight on the unused journal, he set the Class J (up to 350 c.c.) flying kilometre, mile and five kilometre records at over 120 m.p.h. In 1948, he borrowed the first of the twin-o.h.c. 4-cylinder engines produced by the Jaguar Company, fitted it into his chassis, and collected the flying kilometre, mile and 5-km Class E (1,500 to 2,000 c.c.) records at nearly 180 m.p.h.

On 20 August, 1951, he took his record-



breaker, now fitted with a supercharged 1,250 c.c. M.G. engine, to Utah Salt Flats, and, on a 10-mile circumference circular course, raised the Class F one-hour figure from 119.6 m.p.h. to 137.4 m.p.h.

His continued enthusiasm for his own particular branch of motor sport, in the face of serious injuries, was for many years an example of courage to everyone—and he did the British motor industry a tremendous amount of good, both technically and in prestige.

Very popular among those who knew him—though, latterly, he has been missing from the motor racing scene—his great knowledge and experience of record breaking is a serious loss to the industry.

Vauxhall Rumour Denied

ON Saturday, Vauxhall Motors, Ltd. officially denied American rumours that the Victor was to be manufactured by General Motors in the United States for sale there.

Showtime

THIS year the Paris motor show—the 45th—will be held from 2 to 12 October in the Grand Palais, Champs Elysées. The commercial vehicles and motor cycle show will be held from 3 to 13 October in the Exhibition Buildings at the Porte de Versailles.

The Earls Court, London, show dates are Wednesday, 22 October, to Saturday, 1 November; and of the commercial motor show—26 September to 4 October.

D.A.F. at Earls Court

FIRST foreign appearance of the Dutch D.A.F. car will be made at the Earls Court motor show in October. Three models of the car will be exhibited, and first deliveries of it are expected to start in Holland this autumn.

Still More Power in America

A GENERAL increase in engine sizes is again evident in many 1959 models of American cars, but the increases are being confined to the more expensive models, and several manufacturers are to market a choice of engine sizes. Ford's Mercury and Lincoln Vee-8s will continue to have the biggest engine capacity at seven litres, but both General Motors and Chrysler will have engines over 6½ litres for the first time. (See p. 302.)

Parking Meter Takings

INCOME from the parking meters in Mayfair in the first 26½ days after the scheme came into operation totalled just over £2,000 in shillings and sixpences. In addition, £200 worth of excess charges was received from 400 defaulting motorists. Although the total sounds high it shows that the meters are being used at only about half of their full-time capacity. Takings averaged 2s 5d per meter per day. At 6d an hour for ten hours a day the optimum is 5s a day, but it could be higher if there is overlap in use by different motorists.

Estimates for the annual expenditure on the scheme total £15,400, and the estimated income is £33,200—considerably higher than the first month's takings suggest.

Radioactive Car for Geneva

TWO scientists from Shell's research centre at Thornton-le-Moors, near Chester, are driving to the "Atoms for Peace" exhibition which is being held in Geneva from 1 to 13 September. The car they are taking is a Standard Vanguard estate car believed to be the first car in the world to carry its own complete mobile recording apparatus for determining the wear rate of its own engine by radioactive tracers. At the exhibition, the scientists—Mr. J. R. B. Calow and Mr. J. H. Deterding—will present to the Conference a paper on the application of radiotracers to the measurement of engine wear in moving vehicles.

The apparatus is mounted on a platform behind the driver, and it is possible to follow the effect on the rate of engine wear of changes in driving conditions



A NEW o.h.v. engine replaces the side-valve unit of the Russian Moskvitch 407. Capacity is increased from 1,220 to 1,360 c.c. Some minor styling changes have been made, and the car is offered with a choice of two-tone colours

while the car is actually being driven. The Standard has piston rings which were made radioactive in the atomic pile at Harwell, and in operation minute particles of the radioactive material are carried with the oil down into the sump. A scintillation counter in the lubrication system records the gradual accumulation of radioactivity and translates it into terms of engine wear.

The work has been confined to the measurement of piston ring wear, but the method is equally applicable to the wear of cylinder walls, bearings and other sliding surfaces.

Australian Prices Falling

A REDUCTION of £132 on the price of the de luxe Standard Vanguard Spacemaster in Australia has followed the introduction of a cheaper Hillman Minx over there earlier in the month. The price of the Vanguard is now £1,298 including tax, and is just £90 more than the Holden. The Standard Super Ten price has also been cut by £47 to £A898

—£37 less than the Morris Minor 1000. The warranty on both cars has been increased from six to 12 months.

All sales except for Holden cars have been lagging in recent months, and price cutting is expected to continue.

Visitors' Guide to London

A NEW map published this week includes an extremely useful guide to theatres, cinemas, shopping areas, hotels, and offers other worth-while information for strangers in London. It is printed in colour, and on a scale of 5½ in to the mile it covers the main central area, from Regent's Park to Battersea Park, and from Notting Hill Gate in the west to Aldgate in the City (east).

The map is well printed, and the marking of through routes and the more important minor roads is clear and easy to follow. A first-class chart of the underground railway system is included. Priced at 3s 6d, it is available from Geographia, Ltd., 68, Fleet Street, London, E.C.4.



LANDSLIDES FOLLOWING torrential rain recently blocked several of the Alpine roads leading from Switzerland into Italy. Here traffic is waiting for the St. Gotthard pass to be reopened

News and Views

China's Embargo Lifted

ALL non-military vehicles may now be exported to the Soviet bloc and China. As a result of the agreement in the Consultative Group, these are among many goods which are now freed from the embargo on imports.

National Safety Congress

THE Royal Society for the Prevention of Accidents will hold its national safety congress at Bridlington, Yorkshire, on 7, 8 and 9 October. Road safety debates and discussions predominate in the programme.

Used Car Auction Prices

THE following is a selection of prices for used cars realized at a recent sale of Southern Counties Car Auctions, Ltd. In the column headed "Condition," A stands for very good, and B for average. The first letter refers to the body, and the second to the car's mechanical order.

Car	Date	Condition	Price £
Austin			
A.30	Nov. '54	A B	357½
A.35	July '57	A B	437½
A.40	May '54	B A	390
A.55	Feb. '58	A B	735
A.70	Sept. '53	B A	337½
Ford			
Popular	Mar. '54	A B	242½
Anglia II	Feb. '57	A B	425
Prefect II	June '55	A B	422½
Consul II	Nov. '56	A B	600
Zephyr I	Jan. '56	A B	470
Hillman			
Minx	Feb. '54	A A	375
Husky	Sept. '55	A B	395
Morris			
Minor Tourer	Sept. '52	A A	292½
Minor 1000	June '57	A B	502½
Cowley	Mar. '55	A A	460
Oxford	Aug. '54	B B	455
Standard			
Eight	Oct. '53	A B	320
Ten	Jan. '56	A B	447½
Vanguard III	May '56	A B	560
Vauxhall			
Velox II	May '56	A B	570
Cresta I	April '55	A A	550

Forth Road Bridge Negotiations

TENDERS for the superstructure, piers and foundations of the Forth road bridge have been accepted, subject to approval of the Secretary of State for Scotland, and work can start on the foundation and cable anchorage contract within a week of approval. Contracts for the roads and viaducts of the approaches have still to be let. As already mentioned, the bridge will have a single span of 3,300ft, fourth longest in the world, and the towers will be 500ft high. The roadway will be 150ft above the high water level.

Glasgow to Scrap Trams . . .

GENERAL satisfaction has greeted the decision of Glasgow Corporation to accelerate the removal of the city's trams. Originally it had been decided to keep them for 15 years, but, a loss of some £500,000 on trams last year prompted the Council to have second thoughts on the matter; now, a five-year tram scrapping plan has been substituted.

. . . and Ban Parking

IN the beginning of October Glasgow's recently authorized ban on centre-of-the-city parking will come into force, and special efforts are to be made to try to enforce it. There will be roving patrols of police motor cyclists, and extensive use will be made of the powers to tow away wrongly parked vehicles.

Sorry and Regretful

A WARNING has been issued by the Automobile Association that it is not always wise to say "I'm sorry" to a policeman. Since the introduction of the Magistrates' Courts Act 11 months ago, the Association has been watching the new "rubber stamp" procedure in guilty plea cases for minor traffic offences. Nearly one driver in every six, it appears, says "I'm sorry" to the policeman involved—but nevertheless usually receives a summons. There is some reason to believe that when this statement appears in the police statement of facts the words imply an admission of the offence, when

all that was meant was a spontaneous expression of regret at causing inconvenience—or more likely, at being caught.

There is some confirmation of this in another aspect which the A.A. has revealed, that even in cases where the defendant's name has been misspelt, car registration numbers have been wrongly quoted, or there have been other more important errors, the police have always been careful to report it if the defendant says "I'm sorry."

Farnborough Report

EXPERT analyses of individual flying demonstrations seen at the Farnborough Air Show, and the inside story of Britain's newest machines among the exhibits, will be included in next week's *Farnborough Report* number of our associated journal *Flight*. It will be on sale on Friday, 5 September, price 1s 6d as usual.

Flight's Britain's Aircraft Industry number is on sale today from all newsagents, price 2s 6d; and this is the first of the three special numbers for Farnborough. It contains a superbly illustrated survey of Britain's latest aircraft and power units.

The Farnborough display opens next Monday, 1 September, until Sunday, 7 September.

Road Tests

THE following is a list of road tests carried out by *The Autocar* during the past six months. The list is published in the last issue of every month.

14 March 1958, Morris Oxford Traveller III; 28, Sunbeam Rapier II.

11 April, Austin A.95 Countryman; 18, Simca Vedette Beaulieu; 25, Facel Vega F.V.S.

2 May, Vauxhall Cresta II; 9, Ford Anglia (two-pedal); 16, Rolls-Royce Silver Cloud; 23, Simca Aronde Monthly; 30, Austin-Healey 100 Six.

6 June, Volvo Amazon; 13, Jaguar 3.4; 20, Austin-Healey Sprite; 27, Morris Minor 1000 Traveller.

4 July, Austin A.35 four-door; 11, Vauxhall Victor estate car; 18, M.G. Twin Cam MGA; 25, Daimler Majestic.

1 August, Standard Vanguard III (automatic); 8, Singer Gazelle IIA Convertible; 15, Berkeley 492 c.c. Sports de luxe; 22, Borgward Isabella TS; 29, Citroen ID19.



MAJOR ROAD reconstruction is going on in Stockholm, Sweden, where car ownership is in the ratio of one per eight citizens, and expected to rise to one car to five people by 1970. In this view looking north are fly-overs and footbridges being built at Slussen



Shortly after the start, the massed cars swing off the wide sea front to concentrate into the narrow start of the straight—in view are Mike Hawthorn, Jean Behra, Stuart Lewis-Evans and Harry Schell; Moss, in the lead, is already out of the picture

Vanwalls First, Third: Ferrari Second: Moss' Great Drive

AFTER driving a faultless race in very tricky conditions and on a strange circuit, Stirling Moss won last Sunday's Portuguese Grand Prix for Vanwall, having led for 44 of the 50 laps. Mike Hawthorn who, until the Ferrari's brakes began to fail, had closely challenged Moss—leading the race for six laps—followed him home in second place, the Vanwall and the Ferrari being the only two of 15 starters to complete the full distance.

To those who were not paying close attention the race may have lacked sustained excitement, but there was high drama at the finish. After Moss had crossed the line, and received the chequered flag, Hawthorn, on the way round his final, 50th lap, spun the Ferrari—and but for a fine effort in getting the engine started again, might well have been unable to finish at all.

TO THE MAJORITY of the drivers, this Portuguese circuit was unknown, and, in the opinion of many, somewhat dangerous. In the light of current thought on the subject of circuit layouts, and safety, this point of view was understandable. The 4.6-mile lap was laid out in the suburbs of the town of Oporto, largely through residential areas; the starting grid was situated on the Esplanada do Rio de Janeiro, which runs along by the sea, and which is made up of cobble-stones with a thin, and very shiny, layer of asphalt. Unlike others, the race is run anticlockwise. A short distance after the start, the road enters a roundabout, from which it takes a

90 deg turn to the left. Between the grid and the roundabout the road is very wide—the widest part of the circuit—but immediately after the roundabout it becomes very narrow; to add to the difficulty of this particular corner, the wide part of the road is traversed by a snaking tramline. Few drivers took the same line round the corner, some preferring to cross the tramlines once only, and at as acute an angle as possible, others deciding to cross them twice, at oblique angles.

After the roundabout, the very fast mile-and-a-half, straight Avenida da Boavista, on which the cars were fully extended, runs down to a six-road

junction where the circuit takes a climbing left turn. The straight consists of one side of a dual carriageway, with tramlines and an avenue of trees running down the centre. Apart from where the tramlines emerge occasionally from their avenue, the surface here is fair. After climbing for a little, past houses and more trees, the road starts to descend towards the sea front again, in a series of well-surfaced, fast, sweeping bends—a few of which tighten-up unexpectedly. Finally, at an ill-defined left-hand corner—like so many other corners at Oporto—lined with the straw bales that were used in great profusion all the way round the circuit, the road sweeps left to return to the starting area.

At intervals around the circuit, and all the way along the stretch by the sea, are cobble-stones. During practice the roads were dry, but many felt that the effect of a fall of rain on these already slippery surfaces might be disastrous. This, the narrowness, and in particular the variations in width, make Oporto not one of the safest of circuits—and one which takes a lot of learning.

The organizers, however, had gone to immense trouble to make their event—counting for the first time for the Drivers'



Harry Schell, black faced and with the B.R.M.'s bonnet open: for six or seven laps, the left-hand clips held it in position, and Schell finished sixth

OPORTO G.P....

Championship—a success. By continental standards the marshalling was good, lights being placed at the entrance to several tricky corners to warn oncoming cars of any mishaps—as well as the normal flag marshals. So proud were the organizers of the honour bestowed on their race that, instead of placarding it as the Grand Prix of Portugal, they headed all their publicity—placards, programmes and so on—with the words “Campeonato do Mundo de Condutores.”

During practice Moss, in Vanwall No. 2, put up fastest lap in both sessions, on Thursday and Friday evenings. His final best lap, in 2min 34.21sec (107.45 m.p.h.) gave him pole position on the grid. Tony Brooks, who had misgivings about the circuit—as he put it, it “did not click” as quickly as most circuits do—put in a best lap in 2min 35.96sec, and Lewis-Evans, with the third of the Vanwalls, lapped slightly faster (2min 34.6sec) and took third place on the front row of the grid. The Vanwalls had sprouted bonnet-top oil coolers for the race.

Ferraris brought two cars, for Mike Hawthorn and von Trips; one of these, the car von Trips eventually drove in the race, was fitted with the coil spring rear suspension that first appeared at the Nurburgring. Hawthorn’s best lap, in 2min 34.26sec in the transverse leaf spring car, put him on the front row of the grid, between the Vanwalls.

B.R.M.s, too, brought two cars, for Behra and Schell; Behra, with a lap in 2min 34.99sec, shared the second row of the grid with Tony Brooks, so that, of the fastest five cars, four were British.

During the second practice session, Cliff Allison crashed his Lotus on the Boavista straight, and reduced the car to a mass of very small pieces—fortunately without injury to himself. Maria Teresa de Filippis, driving Gerini’s 250F Maserati, also crashed, knocking down a vast concrete lamp standard just after the

roundabout at the end of the sea front. Signor Dei, of Scuderia Centro-Sud, had entered one Maserati 250F for Troy Ruttman—who had subsequently returned to America—and had brought along a spare car. Without anyone to drive his cars, therefore, he handed them over to Miss de Filippis and Cliff Allison. Joakim Bonnier, in his own 250F, and Carroll Shelby, in the brand new lightened Maserati which Fangio drove at Rheims, and which is now owned by Temple Buell, made up the Maserati strength

to four cars. Allison’s was the blue-and-white one which Master Gregory drove at Silverstone in May this year.

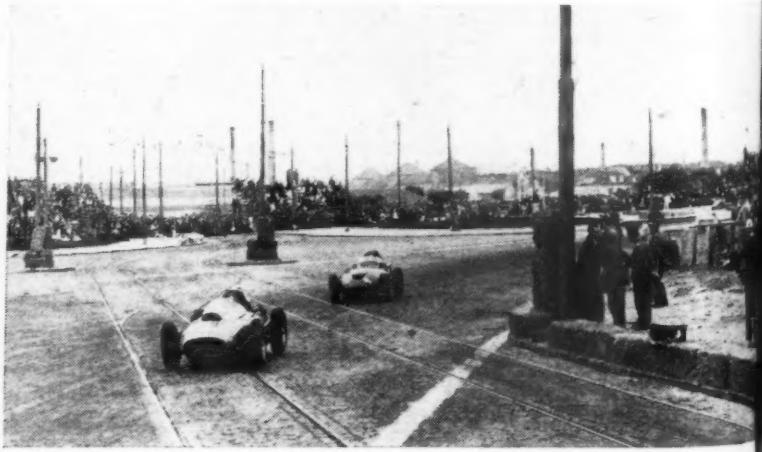
Trintignant, driving Rob Walker’s 2,012 c.c. Cooper-Climax (with coil-type, leaf spring front suspension), clouted a pavement during practice, bending the frame; the car was repaired in time for the race. Factory Cooper entries were driven by Roy Salvadori (1,960 c.c.) and Jack Brabham (2.2 litres). With a limit of 16 starters imposed by the organizers, only 15 cars lined up for the start, the grid being made up as below (practice times are given in brackets).

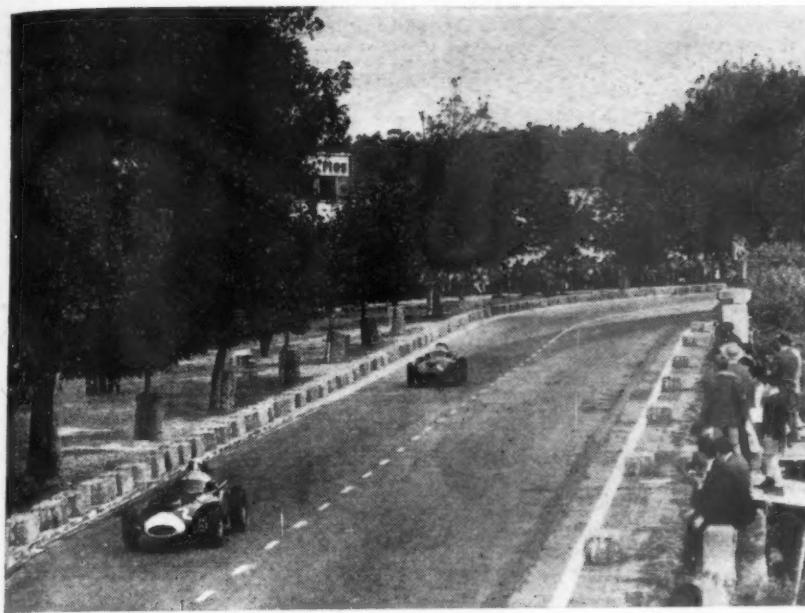
Race day, in contrast with the sunshine of the practice periods, was dull and overcast. Soon after lunchtime a fine drizzle began to fall, making the cobbles treacherously slippery, but fortunately this had stopped and the road started to dry as 4 p.m., and the start, drew near. The huge and plentiful stands soon filled, though hundreds of bathers, unconscious of—or immune to—the attractions of motor racing continued to swim in the surf alongside the Esplanade.

Promptly at 4 p.m. the flag dropped, and the 15 cars snaked on the wet track as their clutches bit. Closely packed together, and led by Moss after a wonderful start, they double-crossed the tramlines and swung round the roundabout to concentrate, without mishap, into the narrow beginning of the straight. Hawthorn followed Moss, then Behra, coming through on the inside . . . Lewis-Evans . . . Brooks . . . Schell . . . and the rest. By the end of the 4.6-mile lap they were beginning to spread out, and Moss led Hawthorn through the pit area, already appreciably ahead of von Trips, in third place; Moss’ standing lap had

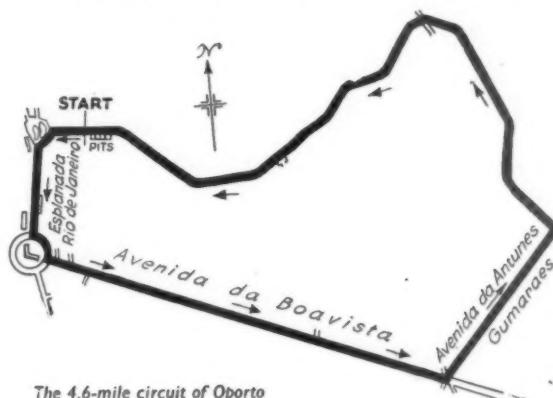
S. Moss Vanwall No. 2 (2min 34.21sec)	J. M. Hawthorn Ferrari No. 24 (2min 34.26sec)	S. Lewis-Evans Vanwall No. 6 (2min 34.6sec)
J. Behra B.R.M. No. 8 (2min 34.99sec)	C. A. S. Brooks Vanwall No. 4 (2min 35.96sec)	J. Brabham Cooper No. 14 (2min 37.46sec)
W. von Trips Ferrari No. 22 (2min 37.04sec)	H. Schell B.R.M. No. 10 (2min 37.05sec)	C. Shelby Maserati No. 28 (2min 40.44sec)
M. Trintignant Cooper No. 12 (2min 37.97sec)	G. Hill Lotus No. 20 (2min 46.22sec)	C. Allison Lotus No. 18 (2min 46.27sec)
R. Salvadori Cooper No. 16 (2min 43.03sec)	J. Bonnier Maserati No. 32 (2min 46.60sec)	M. T. de Filippis Maserati No. 30 (3min 01.95sec)

Von Trips leads Tony Brooks round the ill-defined corner that led back along the sea front. Some idea of the tremendous crowds can be obtained





Winding down from the hinterland to the sea front, Moss leads Lewis-Evans, a lap behind



The 4.6-mile circuit of Oporto

been completed in 3min 3sec. Behind Trips' Ferrari, and grouped together, were Schell and Lewis-Evans—then a gap, and Behra, Brabham, Brooks and Shelby followed behind. Bringing up the rear, unaccustomed to a full-sized G.P. Maserati, was Allison, following Miss de Filippis. Though the road was drying, there were damp, slippery patches beneath the trees on the Boavista straight, and large drops of water fell on the drivers.

Second time round, Hawthorn led Moss by 4sec, having lapped in 2min 54sec, and Schell had moved up into third place, ahead of Trips. For the next five laps Hawthorn led the race, though Moss slowly crept up; 3.2sec at the end of lap 3, 2.5sec by lap 4, 1sec by lap 5—and next time round they were close together. By lap 7, the last on which Hawthorn held his lead, Behra was challenging von Trips for third place. Lewis-Evans lay fifth, Schell sixth,

After a brilliant drive in the new, lightened Maserati owned by Temple Buell, Carroll Shelby spun with a locked brake on the 48th lap, and retired when lying sixth

Shelby (looking absurdly big for the Maserati, and strapped in) seventh, and Trintignant, Brooks and Brabham eighth, ninth and tenth. Maria Teresa de Filippis had pulled off the road, at the back of the circuit, preferring to retire than get in the way of the leaders who had already started to lap the rearguard.

Moss took the lead back from Hawthorn during the eighth lap, and quickly began to pull away; at the end of the ninth, Bonnier brought his Maserati in to the pit to retire with defective front suspension. Moss, as he built up his lead, completed his tenth lap in 2min 39.2sec, and Tony Brooks, now getting the hang of the circuit, lying in tenth position, began to put on speed, gaining 3sec a lap on Brabham. On lap 13, when Moss led by 15sec, followed by Hawthorn and Behra, von Trips, lying fourth, made a very brief pit stop to have his bonnet fixed—one of the catches had lifted. Without losing a place he moved off again, though Lewis-Evans, lying fifth, came near to catching him. Shelby, driving a first-class race in the little Maserati, was beginning to catch Lewis-Evans. Next time round, von Trips' bonnet had come undone again, but this time he decided to chance it and keep going.

Lewis-Evans passed Trips into fourth place on the 15th lap; Behra, lying third, was already 24sec behind Hawthorn, who was about the same distance behind Moss. Both Behra and Schell had taken on the heavy coating of brake dust common to B.R.M. drivers, and had entirely

black faces and helmets. It seems that, with inboard-mounted disc brakes, some sort of brake-dust silicosis may become an additional occupational hazard for racing drivers. Cliff Allison decided to call it a day with the Maserati, preferring to watch the race from the pits rather than from a mobile obstruction to the faster cars. Unlike Miss de Filippis, however, he decided to retire at the pits, under the eyes of the organization—which took a poor view of this strictly unnecessary whittling down of the field!

So far as the positions among the leaders were concerned, there was no change by half-time; Moss, now 55sec ahead of Hawthorn, continued to pull away. Behra followed in third place, about 45sec behind, with Lewis-Evans, Shelby (now leading Trips), Brooks, Trintignant, Schell, Brabham, Hill and Salvadori following astern. Graham Hill lost control of his Lotus in the narrows of the start of the straight. Because of the ridiculously small cockpit, and the cramped driving position, he was unable to swing the wheel, and correct the slide, without his hands hitting his knees, and the car slowly mounted the straw bales, suffering too much damage to continue the race. As quick as





Lap seven begins, with Moss just about to repass Mike Hawthorn, the two cars taking the left-hander off the sea front

O PORTO G.P. . . .

lightning, the warning light system went into action and prevented following drivers from joining Hill's accident.

Von Trips soon repassed Shelby, and Moss began to lap Evans, lying in fourth place. At the end of the 33rd lap, Hawthorn passed the pits tapping the top of his helmet with the palm of his hand, and doing likewise to the steering wheel. The Ferrari pit staff produced cans of oil, and Mike stopped at the end of the next lap and filled up; Behra's B.R.M. shot past into second place as the Ferrari stood at the pit. By now, Moss, driving a brilliant race, was beating and re-beating his own lap record. Lap 28 was completed in 2min 33.83sec, to Hawthorn's 2min 36.78sec; Moss then completed his 31st lap in 2min 32.58sec.

Then came Hawthorn's turn, as he made up ground and began to overhaul Behra. His 36th lap was in 2min 32.37sec (108.74 m.p.h.). As Moss came round towards the pit, Derek Wootton held out a signal to him reading "HAW REC"—there was a valuable single point towards

the Drivers' Championship to be won for the fastest lap. But Moss misunderstood the signal and shook his head. (The details are explained in *The Sport*.)

Soon Tony Brooks, who had moved up to fifth place, behind Lewis-Evans (who, in turn, had been lapped by Moss), spun the Vanwall at the end of the long straight. The car was on an uphill stretch, and Brooks tried to restart it by pushing. It was hopeless, however, so rather than walk back to the pits, he enlisted the services of the marshals to push-start the Vanwall—thereby getting himself disqualified. It was the only course open to him, and extremely bad luck after his climb up from tenth position.

While Behra's B.R.M. began to sound off-colour, Hawthorn caught and repassed him into second place on the 42nd lap. Four laps later the B.R.M. was lapped by Moss—still followed faithfully by team-mate Lewis-Evans, who was thus "towed" into third place.

Roy Salvadori, bringing up the rear, called at the pit for a quick tyre inspection—and Carroll Shelby, who had without doubt driven the Grand Prix of his life, spun—he claimed ten times—

when a brake locked on, again at the end of the straight. With only three laps to go, this was miserable luck, as he should have finished sixth, or even fifth.

With only Moss and Hawthorn on the same lap, Lewis-Evans lying third, and Behra, the B.R.M. now sounding comparatively healthy once more, in fourth place, the leaders set off on their last lap. Within yards of lapping Hawthorn (whose Ferrari was now virtually without brakes after its duel with Behra) Moss took the chequered flag. Although the Ferrari and Vanwall virtually passed beneath the flag together, it was necessary, of course, for Hawthorn to go round once more to complete the race and, incidentally, his 50th lap. Behind Moss came the attendant Lewis-Evans, to complete his 49th lap, and his race. He was followed by Behra, von Trips (also suffering from loss of brakes), Schell, Brabham, Trintignant and Salvadori (now very slow).

When the remainder of the field was home past the flag, it suddenly became apparent that Hawthorn was missing. Breathless moments went by . . . had he crashed through loss of brakes on his final lap? . . . or had the Ferrari let him down? But Moss then pulled into the pit, having completed his slowing-down lap, and gave a thumbs-up signal, indicating that Hawthorn had spun—as indeed he had—on the twisting ascent after the straight, and finished up facing the wrong way. With a superhuman effort he pushed-restarted the Ferrari down hill (to have summoned assistance would have meant disqualification and Moss, in fact, had stopped to keep the would-be helpers away). As the final car had gone by, the engine fired and he was off . . . he turned round, and at last came through the pit area to receive his chequered flag.

For Mike it must have been an appalling moment—for the spectators it was bad enough—and the strain and anxiety were only too obvious on his face. For some time neither he nor the crowds knew where he had finished. Was it second, because his (apart from Moss' Vanwall) was the only car to have completed 50 laps? . . . or was it sixth, because Lewis-Evans, Behra, von Trips and Schell had finished before him? At last—though there was no official confirmation for an hour or so—it became obvious that however one looked at it he was second. For Hawthorn it had been near-catastrophe. Subsequently someone protested that he had driven in the opposite direction to the race, but this was not upheld by the committee.

So, just as at the Nurburgring, Moss became one point closer to Hawthorn's lead in the Championship. For his win he scored eight points; for second place and the record lap, Hawthorn scored seven, keeping himself still in the lead with 37 points to Moss' 32. Monza and Casablanca are still to come; even though it is only the six best performances that count, the Championship will not be decided until Casablanca has been run.

PROVISIONAL RESULTS

(50 laps of 4.6-mile circuit; 230 miles)

1. Vanwall (S. Moss), 2hr 11min 27.8sec, 105.03 m.p.h., 50 laps.
2. Ferrari (J. M. Hawthorn), 2hr 16min 40.55sec, 50 laps.
3. Vanwall (S. Lewis-Evans), 2hr 11min 29.33sec, 49 laps.
4. B.R.M. (J. Behra), 2hr 11min 44sec, 49 laps.
5. Ferrari (W. von Trips), 49 laps.
6. B.R.M. (H. Schell), 49 laps.
7. Cooper (J. Brabham), 48 laps.
8. Cooper (M. Trintignant), 48 laps.
9. Cooper (R. Salvadori), 46 laps.

Fastest lap: J. M. Hawthorn, 2min 32.37sec, 108.74 m.p.h.

Lap of honour: Stirling Moss, Mike Hawthorn and Stuart Lewis-Evans are driven round the circuit after the race—in the first sunshine of the day



X-HAND MARKET GUIDE

Used Cars on the Road—130

1954 STANDARD EIGHT

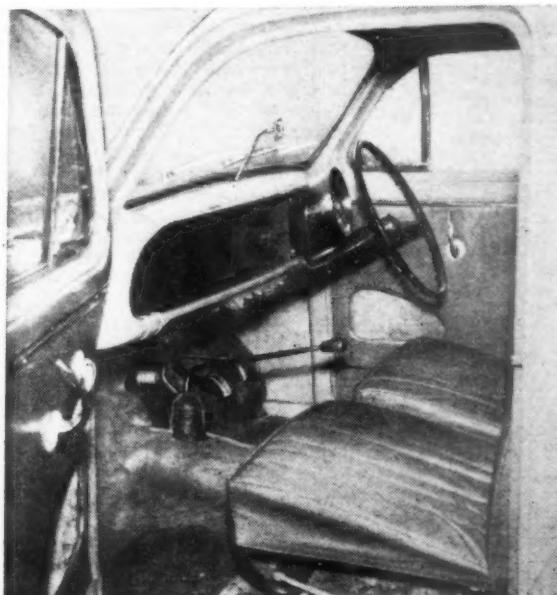
Basic new price	£339 0 0
Total price new	£481 7 6
Price secondhand	£375 0 0
Acceleration from rest through gears:	
to 30 m.p.h.	8.2 sec
to 50 m.p.h.	26.4 sec
20 to 40 m.p.h. (top gear)	14.6 sec
30 to 50 m.p.h. (top gear)	19.8 sec
Petrol consumption	36.44 m.p.g.
Oil consumption	2,200 m.p.g.
Mileometer reading	18,488
Date first registered	September, 1954

Provided for test by Arnotts Garages, Ltd., Grange Road, Willesden Green, London, N.W.10. Telephone: WILlesden 0161.

EXPERIENCES of fleet operators using them as travellers' cars have shown the small Standards to be particularly durable, especially as far as engine life is concerned. This test of a 1954 Eight tended to confirm this; and although still running on the original engine, the car as a whole gave the impression that it was fit for many miles to come. Unfortunately the mileometer gives no real clue to the total mileage covered because some aspects of the car—such as all the tyres having been replaced—point to a considerably higher figure than that recorded above.

In some places the chromium has been polished down to the base, but it is not rusted, and the light grey paintwork is sound and clean, if a little dull. Inside the car the worst feature, noticed at once, is excessively dirty cloth roof linings; but otherwise the interior is good. The blue rubber floor mats show few signs of wear, and the metal facia and trim, finished in the same

The instruments, set in one dial conveniently placed behind the steering wheel, comprise a speedometer, of which the needle is rather erratic, a fuel gauge, and warning lights for oil pressure and ignition. The car is pleasantly free from rattles



All the wheel bearings are a little loose on this car, and the left head lamp is in need of adjustment. There are no marks of accident damage

colour as the exterior, are unmarked. The blue p.v.c. of the seats and the door trim is clean and sound, but the cloth covering the back of the front seats is marked and stained.

On this car there is no discomfort after quite long spells at the wheel, since the seats give support in the right places, and they are not too hard. A more tedious aspect of the Standard is the excessive noise level arising mainly from road "rumble" on many surfaces, becoming annoyingly loud at speed on some stretches. The engine is another source of noise when it is revving fast or working hard in the gears, but at tickover, and when the car is being driven gently, it remains notably silent.

Starting is not always immediate, and the need for some attention to the ignition system was also shown by misfiring and hesitation which occurred quite often when accelerating. After a cold start the choke can be pushed in at once, though the engine is prone to stall until it has reached normal temperature. A mild thirst for oil is the only clue to the quite considerable mileage which the car must have covered.

Clutch slip can be provoked, but it does not occur in normal driving. Some play has developed in the central gear change; the synchromesh still does its job well, and very rapid gear changes can be made. Play is also evident in the transmission, and there is a loud "clonk" as the engine takes up the drive from the over-run; and a mild degree of back axle noise is heard.

Braking is powerful but there is a tendency to pull to the right during heavy applications. Although the handbrake holds the car efficiently, the system is in some need of lubrication, and the ratchet does not function correctly.

Pleasantly light and positive steering is fitted, and the control has not deteriorated at all. The car has good directional stability and it will corner quite fast though with a great deal of roll and slight tyre squeal. The suspension gives a particularly comfortable ride, and the dampers are effective.

This is the first used car to be tested for several years to which not a single accessory has been added. It is well shod, having four new Regent Remoulds, and a half worn Dunlop on the spare wheel. The toolkit is limited to a jack and wheel spanner. The battery appears to have been replaced recently.

Apart from the winking indicators, of which the switch is broken, all the electrical equipment is in sound working order. The latches on the left front and right rear doors are partially jammed, and the window winders are stiff to operate. It is understood from Arnotts Garages that they intend to rectify these faults and a bad leak from the exhaust tail pipe before the car is sold.

Even with ignition in only mediocre tune, the worst petrol consumption returned by the Standard was 36 m.p.g., driven as hard as it would go. Using less of the performance over 40 m.p.g. was obtained without difficulty, while still maintaining quite respectable station in the traffic stream. Nevertheless the lack of power can sometimes be an embarrassment, and most overtaking manoeuvres require a considerable space of clear road. A useful third gear which will run the car up to over 45 m.p.h. helps on such occasions, but in normal driving it is found that the car inevitably spends much of its time working on full throttle.

The Standard Eight has a special appeal to a motorist who places economy before speed and accommodation; but the price, implying a depreciation rate of only about 10s a week, seems too high for a four-year-old car in no more than average condition.



The Next Parishes to America

DOWN TO EARTH IN EIRE—BUT THERE
IS SOMETHING LEFT FOR THE CYNICS

By Pat Gregory

THE south-west of Ireland suffers from the undeserved disadvantage of having been lard'd with more sentimental nonsense than any other part of the world. Edwardian ballad-writers waxed lyrical about Killarney's lakes and fells, or girls called Rose who hailed from Tralee. Modern brochures and guide-books keep up the same pretence, by conjuring up coastlines more exotic than those of Spain or Mediterranean France. As a result, Kerry and Cork are in danger of assuming the somewhat unreal and ethereal qualities of those highly coloured picture post-cards whose views always seem to be too lushly rich to be true.

This is a pity, because the south-west of Ireland is genuinely beautiful and, for the most part, mercifully unspoilt. The motorist approaches probably either from Limerick or from Cork; the choice is immaterial, for the roads that lie west of a line from the estuary of the Shannon and the mouth of the Lee are generally quite good, as indeed they are throughout most of Ireland. For drivers from urban England the greatest delight will probably be the real freedom of the road that he experiences—the joy of travelling happily along, unimpeded by traffic jams or congestion.

I began my own exploration from Cork, where I had taken delivery of a Prefect from Ford's local plant. The "inland" road following the valley of the Lee is scenically superior to the more southerly route through Bandon, and for those who seek eloquence it has the added advantage of passing near Blarney Castle. Incidentally, the feat of kissing the famous Blarney Stone, awkwardly placed high on the battlements, is not quite as formidable as it is sometimes represented.

Not the Dolomites! A typical bend in the road that winds through the mountains to Kenmare



It is a countryside of rich, tumbled pasture, snug farmlands and green valleys. The source of the gentle Lee is Gougane Barra, a small, deep lough just off the road, walled in on three sides by precipices. After leaving the Lee, the road takes a steeper gradient through the Pass of Keimaneigh before dropping steeply down to the smooth waters of Bantry Bay.

The rugged coastline from Cork, past the rocky snout of Mizen Head, abounds with small coves and anchorages reminiscent of Cornwall. The shores are almost fantastically overgrown with vegetation in variety which provides a happy hunting ground for the naturalist, whilst the island-studded inlets are a wellnigh irresistible temptation to anyone who enjoys messing about in small boats.

On the Berehaven promontory, on the other side of Bantry Bay, however, the roads that writh their way across the mountains to Kerry are as tortuous as many that you would find in the Alps. The Tim Healy pass, named after the first Governor-General of the Irish Free State, wavers like a ribbon over a desolate plateau with a 1,084ft summit. Its rival, the Tunnel Road, twists upwards in great semi-circular sweeps, hugging the rim of a saucer of hills. The valleys on either hand fall away beneath you, and the fields become a distant patchwork far below. At the apex of the watershed that divides the two counties, the road burrows through a 600ft-long tunnel cut through the solid rock.

A majestic view unfolds as you emerge into daylight again, with the large rampart of MacGillycuddys Reeks dominating the landscape. Spread at your feet is a countryside of contrasts and contradictions; the valleys, with their stone-edged fields and dark peat bogs are encircled, seawards, by a tumult of mountains, and tarns. The road that links Kenmare with Killarney and Tralee leads from a wilderness of boulders, overhanging by precipices of purple rock, down the green slopes that fringe Lough Leane and passes briefly through flat plains dotted with occasional white, straw-thatched cottages. Kenmare and Tralee are the gateways, respectively, for the Iveragh and Dingle peninsulas which thrust their massive shoulders into the Atlantic. They are the most westerly points in Europe—the next parishes to America.

Lazing on the beach, in the shade of the palms and bamboos at Parknasilla, it is hard to believe that a few miles inland the scenery can abruptly change to savage, boulder-strewn defiles like the bleak Gap of Dunloe.

Iveragh is girdled by a passable road, which takes you alongside sandy bays and stern headlands. This 110-mile drive has been named the "Ring of Kerry" or the Grand Atlantic Coast route, and its views have tempted some travellers to compare it with the celebrated

Amalfi Drive in Italy. To flavour the true character of the interior, though, you must abandon four wheels in favour of the sturdy little Irish ponies, or tackle the steeper reaches of the Reeks on your own feet. Anglers are more likely to be drawn to the ripples made by the salmon and trout rising in Lough Currane, near Waterville, which provides some of the best free lake fishing in the whole of Ireland.

At the apex of the peninsula stands Cahirciveen, the birthplace of Daniel O'Connell, who played a notable part in Ireland's agitation for independence during the early nineteenth century, and earned for himself the title of "The Liberator."

Opposite, separated from the mainland by a tortuous sound with narrow entrances, lies Valentia Island, which received its name from Spanish traders who visited the Kerry coast. Here is the eastern terminal of the original Atlantic cable, and a little to the south is the Great Skellig rock, near whose dizzy peak is poised a group of beehive huts built by the early monks. The steps that climb steeply upwards to the cluster of cells have been worn hollow by the feet of pilgrims who, for wellnigh eleven centuries, have visited what is, in every sense, an outpost of Christianity. The echo of a rite more pagan or bucolic in origin, however, lives on at Killorglin, at the foot of the peninsula. For the three-day Puck Fair there every August, a goat is crowned king of the revels and placed on a bedecked scaffold in the market square.

Wherever you travel through these western promontories, there are reminders of the past on all sides. Near Castlecove is Ireland's finest example of a prehistoric stone stronghold, Staigue Fort, surrounded by a splendidly constructed dry-stone wall originally 18ft high. On the farther side of Dingle Bay, among the shaggy slopes of the Slieve Mish mountains, is the dolmen called Finn MacCoul's Table, and on the heights above Smerwick is the Oratory of Gallerus, one of the most perfect relics of early Irish Christianity. More than 20ft long and 16ft high, the curious little rectangular church built of dry rubble masonry stands almost as firmly as when it was built by Celtic missionaries about the fifth or sixth century. Indeed, the whole of the Dingle peninsula is rich in early oratories, cashels, beehive huts and Celtic crosses, for this rocky spine of land remained a last foothold for Christianity when the rest of Europe was plunged into the heathen beliefs of the Dark Ages. In its isolation, shut away behind its fringe of mountains, it is still one of the surviving strongholds of the Irish language, and scholars maintain that the idiom that lives on today in Dingle is particularly notable for its purity.

Dingle itself is a pleasantly hilly town, pervaded by the tarry tang of nets drying in the sun, for a sizable fishing fleet is based on its nearly land-locked harbour. The almost perpendicular cliffs of Dunmore Head and Slea Head look towards the miniature archipelago of the Blasket Islands, across a strip of sea that the Atlantic gales can whip from summer's placid calm to a sudden, foam-flecked fury. Today, the islands are uninhabited except for the Great Blasket, which still accommodates a small village in the lee of its green hump. The most conspicuous evidence of that distant community, right on the fringe of Europe, are the Blasket Corrags. These light but extremely seaworthy boats of tarred canvas stretched on a timber frame are to be seen all along the shore, skimming like black water-beetles across the waves.

The roads that span the Dingle peninsula are better than might be expected in so rugged a district. Indeed, perhaps the most exhilarating drive in all County Kerry is along the terrace carved in the cliff-face of Mount Eagle where, with every twist, a new headland or a tiny cove swings into view.

As towns, both Tralee and Killarney are disappointing and the latter, especially, merely serves as a tourist centre for the neigh-



Turners Gap; this 600ft tunnel is carved through the rock at the summit of the mountain road linking counties Cork and Kerry

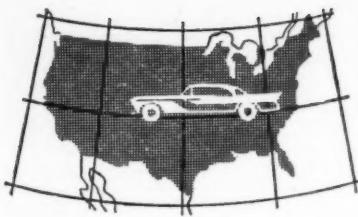
bouring countryside, whose scenery is unquestionably among some of the loveliest and most famous in Ireland. Much of this, however, is either closed or completely impassable for private machines of four or even two wheels. Consequently, the Irish jaunting-car still flourishes in these parts and their Javies, in concert with their colleagues, the boatmen on the lakes, ply a lucrative trade among the droves of sightseers.

A trip down the three lakes, overhung by woods and mountains, is certainly both impressive and picturesque, besides being continually entertaining and, at times, positively amusing. At every dip of the oars, each crag and boulder seems to spur the boatman to fresh anecdotes and legends.

Perhaps it was merely my cynical mind that suggested there could be a hint of impromptu invention to suit the audience of the moment in the steady flow of fable and fact that poured from my guide's lips. But he had the abiding grace of genial good-fellowship—a trait common to the folk in this south-westerly corner.

Killarney High Street is free from "No Parking" signs. The Prefect was allowed to park at the kerb all night





Detroit notebook

1959 ACCENT ON STYLING TO CHALLENGE RISE OF SMALL ECONOMY CAR

Roger Huntington, A.S.A.E.

STYLING will be the keynote of the 1959 model crop out of Detroit—not engineering. The new cars will be longer, wider, lower, have more glass area, and carry more chrome decoration than ever before, in continuation of a trend started by Chrysler in '55.

If there is any new thinking around the motor city about more practical, economical transportation, I can assure you it will not be evident on any '59 model from the Big Three!

At first glance this might seem like madness, in view of the increasing popularity of the smaller economy car and the apparent trend toward more practical family transportation over here. Most of the sales trends would appear to doom the '59s before they start, especially the new medium-priced lines like Buick and Mercury. Here, of course, we run into the well-known problem of tooling "lead time." Most of the tooling for the basic '59 body shells was ordered almost two years ago, before the sudden rise of the small car and the downfall of the medium-pricers; everything looked rosy then. The body designs merely reflected the continuation of a trend toward lower height, more length, more glass, thinner rooflines, more elaborate fin treatment, and so on.

Too Late to Change

Only relatively minor changes could have been made as late as last winter (when the small-car and medium-priced trends were becoming evident). So we must not be too quick to read Detroit's '59 models as an outright answer to the economy car challenge; you'll be able to tell more from the '60s and '61s.

Right now Detroit—or at least *most* of the top company men—are determined to beat down the small car challenge with ever bigger, heavier, more-dazzling models; they're not ready to capitulate at all. They phoo-phoo the underlying potential of the new trend at every opportunity (in public talks, press interviews, and the like). Detroit is loud in its praise of the status quo in U.S. automotive styling. But let's face it . . . what else can they do?

Getting down to details, I can say without reservation that General Motors is going to move out streets ahead of the rest of the industry in the styling department. The fabulous success of Chrysler's Flightsweep styling in early '57 when the all-new Buick and Olds lines were going begging for buyers, apparently made a profound impression on the G.M. brass. That B body shell for Olds and Buick was a perfect epitome of G.M. style thinking, with its square, boxy lines, heavy roofline, blunt front, massive chrome treatment. As it turned out, the public didn't like it as well as did Harlow Curtice. So now you're going to see G.M. out-do Chrysler in achieving the low, sleek Flightsweep kind of look.

The change actually amounts to nothing less than a revolution; practically nothing

of the earlier G.M. styling motif will be seen on the '59s. The cars will all be very low (a reported 53.8in on the Buick hardtop), the front ends will be less blunt though still heavy with chrome, the rooflines will be very thin, there will be lots of glass, but done beautifully with compound curves in front and sleek slants front and back, and the rear fender fin treatment will be much more elaborate. In addition there will be much sculpting of body panels, and the chrome side treatment will tend to be more subdued (one look at the '58 Buick and Olds will show why). Rear fins will go straight back—instead of slanting up like Chrysler—but by slanting the fender bulge lines *downward* toward the rear the stylists have emphasized the fin treatment very nicely. Most of the '59 G.M. bodies look real good to me . . . and I can't see that Chrysler or Ford have anything that can compete stylewise.

For instance, Chrysler executives have been panicked into a chrome-splashing programme. They had originally planned a minor facelift for '59, with a new body programme planned for '60. But when they got a look at G.M.'s new bodies last winter (through the usual underground channels) they figured they'd have to do something pretty big pretty quick to earn any profit next year. There was neither money or time for major body changes—so it was back to the chrome! There will be a lot more decoration on fronts, backs and sides. The basic Flightsweep lines will remain, but to me much of the impact is gone. I always felt much of the charm here was due to the simplicity and subdued chrome treatment. Chrysler brass figure John Q. Public feels differently!

Incidentally, to make the model-change money (which, I hear, is about two-thirds of the planned expenditure for the all-new '60 bodies!) go as far as possible, they're concentrating on the bread-and-butter Plymouth line. They want really to compete with Chevrolet and Ford next year. And the Plymouth Fury "sports" sedan will be promoted to compete with the Chev Impala and Ford Thunderbird.

Ford Motor are doing a major facelift on Ford, medium facelift on the Mercury and Edsel, and very minor changes on the Lincoln. There has been a concerted attempt to work some Tbird styling into the '59 Ford—a sleeker, lighter frontal treatment (though very chrome), a flat roof with rear lip, and more finning at the rear. It looks a lot better than the '58 Ford—which to me was the worst of the current body crop—but it's nothing like the new G.M. styling. As mentioned earlier in these columns, the Edsel is being down-graded slightly to fall between Ford and Mercury in price, and will use Ford body and chassis components. The vertical grille motif will be retained. The new Mercury will get a new rear fin treatment, to take out some of the square, boxy look . . . but it will take a new body shell to get back in line with what appears to be the key body trends, as evidenced

in both the G.M. and Chrysler products.

Now the question is: Can these new bodies overcome the sales resistance built up by recession psychology and the new trend to simpler, more economical cars?

There won't be much new engineering-wise on the '59 models. I hear at least two new engine programmes, and one new transmission, were sidetracked because of slowing sales these last 18 months. Contrary to popular rumour, there will be no all-new engines that will require complete new tooling. Several basic cylinder blocks are being increased substantially in displacement, but the same bore centres are retained so that the basic machines can be used. Engines over 400 cu in (6.5 litres) for '59 should include Cadillac, Chrysler, and Buick—in addition to Lincoln and Mercury, which are presently over. The most extensive engine changes are being made by Oldsmobile. This ten-year-old vee-8 engine is just too big to fit under the hood of the '59 body. New cylinder heads are being made that will carry the intake manifold on a level with the lower part of the head (like some of the newer engine designs), instead of sticking up, with a downward passage into the ports. The wedge-type combustion chamber is retained, and main bearings and camshaft are beefed up considerably. A $\frac{1}{2}$ in bore increase will put up displacement from 6.07 to 6.45 litres. (Don't forget that this basic engine started in 1949 at 4.96 litres—hence the need for a little more beef here and there.)

Performance enthusiasts will be shocked to know that the big 6.42 litre dome-head Chrysler Firepower engine is being dropped from production. This engine, with its double rocker arm shafts, 80lb head castings, machined combustion chambers and so on, is too expensive to produce. The new B engine with wedge combustion chamber will now be used in all Chrysler, DeSoto, Dodge, and some Plymouth models. The old Firepower dome-head had a lot of horsepower potential in modified form (because of the free breathing), but the new B engine is much cheaper to build, and the wedge combustion chamber gives smoother combustion at 10 to 1 compression ratio.

Combustion Rumble

Incidentally, this problem of combustion "rumble" has pretty well stopped the upward march of compression ratios on U.S. cars; the engineers have not yet found a way to lick it—and until they do compressions cannot go much higher. It seems to be essentially a mechanical vibration in the lower structure of the engine, triggered by a high rate of pressure rise on combustion. Deposits are an important factor. It can be helped (but not entirely cured) through fuel chemistry—but fuel solutions tend to increase the cost per gallon. Detroit is attacking the problem through combustion chamber design and a more rigid

(Continued on page 303)

Detroit Notebook . . . CONTINUED FROM PAGE 302

engine structure. We'll keep you posted. So, in the general engine picture for '59, look for the upward trend in displacement to continue, but at a reduced rate; horsepower ratings will not increase substantially, though torque ratings will follow displacement; compression ratios will remain about static.

Ford will have the only all-new transmission for '59—a much-simplified two-speed torque converter, similar in operation to the Chevrolet Powerglide. This development puts the harpoon to some of my predictions about transmission trends.

For the last few years the trend has been from two to three speeds in simple torque converters, and towards more complex arrangements like multiple gear-coupled turbines on the most advanced designs. Now we see a major manufacturer taking a loss in acceleration and smoothness by going back from three speeds to two. What does this mean? For some time I have noticed an increase-

ing concentration on cost-cutting at Ford Motors; this new transmission will certainly be a lot cheaper to build . . . but it would seem risky taking a bite out of performance and smoothness to save a few dollars.

Other technical titbits on the '59s: No cars will go down from 15in wheels to 14in next year—and I understand Oldsmobile is going back from 14 to 15. No new suspension developments out of G.M. or Chrysler; Ford are making some improvements on their air suspension system, and will push sales harder in '59. Buick's idea on aluminium brake drums is not starting a trend, and I understand they will not even be standard equipment on the new Buick Special series. New accessory gimmicks like automatic speed control, power steering that can be switched on and off, and the like, will be pushed. More Ford Motor models will feature thermostatic control of intake air temperature. G.M. cars will have wider

track widths—some up to 64in—for more rear seat space in the new bodies (also better lateral stability). Chrysler will use propeller shafts necked down in diameter toward the rear to reduce the height of the tunnel.

A lot of people have asked about Detroit's plans on sports cars, like the Corvette and Thunderbird. Right now there's not much doing. The 'bird was all-new for '58, so there will be only very minor changes (maybe including use of the big Lincoln engine). Chevrolet are selling all the Corvettes they can build, and have no plans for a new body before 1961; the '59 will be a facelift, retaining the little 4.64-litre engine boosted to 300 b.h.p. Chrysler have been thinking about a sports car to compete with the T'bird and Corvette for several years. Prototypes had been built, and last spring was to have been the time. Unfortunately the recession and falling profits shelved it. Now goodness only knows when—and if—we'll see a Chrysler sports car.

No, I think Detroit has got more to worry about than sports cars!

NEW CARS

Goliath Becomes Hansa 1100

GO利亚, the smallest of the three factories forming the Borgward group, once a pioneer of the two-stroke, was the first to adopt induction-manifold injection for its 700 and 900 c.c. twin-cylinder engines. Last year the development of two-stroke power units for passenger cars was abandoned and a brand-new Goliath appeared with a beautifully made o.h.v., watercooled, flat four engine, later supplemented by a tuned version with twin carburettors developing 55 b.h.p. net.

The Goliath engineers have now fashioned for this model three new basic shapes of body—a two-door saloon, a 2/2-seater sports coupé and a station wagon. As the name Goliath is usually associated with the company's light, three-wheeled trucks, the new car will be known as the Hansa 1100.

Although the body is stress-bearing, there is still a rudimentary frame, in the form of a large-diameter central backbone tube terminating at the front in a stiff twin-pronged fork, on which the power unit is mounted by three rubber supports. With 74 mm (2.91in) bore and 64 mm (2.52in) stroke the swept volume is 1,093 c.c. (66.8 cu in). The valves are actuated by pushrods and rockers from a single central camshaft. Crankcase and cylinder blocks are alloy castings, with wet cast-iron liners. Great care has been taken to ensure flexibility—at 1,700 r.p.m.



New lines for the two-door saloon version

54 lb ft torque is available, rising to 58 lb ft at 2,500 r.p.m. and the maximum of 59.5 lb ft at 2,750 r.p.m. After this peak torque falls off very gradually, and at 3,700 r.p.m. 54 lb ft is still available, with the standard 40 b.h.p. (4,250 r.p.m.) version. The curve for the twin-carburettor engine (55 b.h.p. at 5,000 r.p.m.)

reaches 54 lb ft at 2,500 r.p.m. and stays above 58 lb ft between 3,200 and 4,750 r.p.m. For this version a maximum of 85-90 m.p.h. is claimed, compared with 75 m.p.h. for the standard model.

Transmission to the front wheels is in unit with the engine, which is in front of the wheel axes, with the all-synchromesh, four-speed gear box behind it. Gears are changed by facia-mounted lever which works directly on the selector forks without intermediate levers or ball-joints. The rack and pinion steering is very light and precise, and transmits no kickback from the wheels although it has by no means a "dead" feeling. The turning circle of 30ft must be regarded as small for a front-wheel driven car with a track of 4ft 2.9in (129 cm) front and 4ft 1.2in (125 cm) rear. The wheelbase is 7ft 5.5in (227 cm).

Front suspension is by a single multi-leaf transverse half-elliptic spring, with wide-based lower wishbones. There is a light beam axle at the rear, with longitudinal, half-elliptic springs. Wheels are shod with 5.60-13 tubeless tyres. Dry weight is 16.9 cwt (860 kg).

Grouped instruments and switches on the Hansa 1100





BY GOGGOMOBIL

from Land's End to John o' Groats

The respective hotel managers signed the Goggomobil logbook at Land's End (left) and John o' Groats (below)

FOR comfort combined with economy this run must rate as high as any which has been made between the extremities of our island; I doubt if ever two tall men have stepped from any vehicle which had averaged over 49 m.p.g. over such a distance, feeling less fatigued. The trip was made in a privately owned Goggomobil coupé 300 of a mere 293 c.c.; the crew were Tony Gosnell of Headley Down, Hampshire, who owns the car, and the author, of East Sheen, London.

The drive to Cornwall on Bank Holiday Monday was amidst traffic conditions which the crew sincerely hoped would abate before the start of the run at 7 p.m. on the following day.

Tuesday morning's traffic was even worse, and the 36 miles to Land's End took over two hours. This tended to damp slightly the spirits of the crew—but there is nothing like an end in view for stirring up the spirits. By the time we found ourselves listening to "The Archers" on the car radio we were eager to be off; papers were signed by the manager of the Land's End Hotel and, on the sixth pip of the Greenwich time signal, we were off!

Traffic was bad enough to permit only 34 miles to be covered in the first hour. The roads were wet and the clouds low, but it seemed brighter on the northern horizon. Just before Launceston the second hour was up, with a further 42 miles on the slate.

We had divided the total distance of 873½ miles into quarters, with stops for petrol at Gloucester, Penrith and Dalwhinnie. We would change drivers at these points, and also midway between them.

Gosnell had started, so I took the wheel just before Exeter, whence the road became less hilly and a reasonable average speed was easier to maintain. It was dark, too, and traffic was thinning out considerably. Bristol, congested by day, was negotiated with ease, Bristol Bridge being crossed at 12.22 a.m. From here to Gloucester the road is fast, and the driver of an M.G. TD must have been somewhat affronted by being overtaken by such a little 'un'. By Gloucester he must have been exasperated, for the Goggo was still on his tail, and had passed him and been repassed (in a furious third) several times.

Petrol was taken at an all-night garage in Gloucester, and in four minutes the wheels were turning again. Patches of mist all along the Severn valley were a nuisance, but Worcester, Kidderminster, Bridgnorth, Wellington, Whitchurch, all sped by, their peaceful streets briefly illuminated as we passed.

After Tarporley, Gosnell managed to

get some sleep while I took on the drive along the notoriously congested stretch through Warrington, Wigan, Preston and on to Lancaster, now pleasantly uncluttered. The road was shared with a few long-distance lorries, whose drivers were, as usual, competent and helpful. Kendal appeared at 6 a.m., and the morning was bright as we reached the summit of Shap.

Calculations had led us to a little anxiety over petrol; no garage was open between Kendal and Penrith, but we reached the latter without incident and filled the tank. We were now just over half-way—a sobering thought at ten to seven! Seven o'clock, after 12 hours, found us 456 miles from Land's End, with only some 417 miles to go. Obviously we would make John o' Groats in under 24 hours if we could keep up this 38 m.p.h. average.

We reached Carlisle at 7.20 a.m., and, 13 minutes later, crossed over the Sark bridge and into Scotland. Beattock was the next climb—to a height of 1,029ft—but the car scarcely noticed it and was running superbly. Our route then took us through Lanark to Stirling, where we joined up with A.9 and followed it for the rest of the way, but for a short cut north of Inverness.

After Perth and Dunkeld the road climbs steadily upwards over the Grampians. The summit, 1,504ft, is reached just before Dalwhinnie, where we made our final stop for petrol.

After the descent to Inverness the route seems, at first, relatively flat, except for the short cut over the hills by A.836 which brings Bonar Bridge some 12 miles closer. But after Bonar Bridge, on the 75 miles to Wick, between Helmsdale and Berriedale, the road winds up and round and down and up again in a series of



miniature Alpine passes. It usually remains in sight of the sea, so that one may realize full well the extent of the rise and fall of the terrain. Finally it flattens out, and a burst of speed brings one along to Wick, from where it is a mere 17 miles to the goal.

We drove into the courtyard of the John o' Groats House Hotel at 5.43 p.m., after a drive of 22hr 43min—an average speed of 38.43 m.p.h. Mr. Bill MacKenzie, the hotel manager, gave us a hearty welcome and signed our papers.

After topping up the tank we were able to calculate our petrol consumption. The figure of 49.17 m.p.g. gave great credit to the car which, tipping the scales at over 14 cwt, was 1½ cwt overweight.

The return to Hampshire was made in two days to complete a trip of nearly 2,000 miles in five days' motoring. Our opinion of the car's reliability, comfort and utter safety had increased with every mile, and its performance had amply fulfilled our rather enthusiastic expectations.

JOHN FRY.

TRAFFIC AND SAFETY CONGRESS

KING FREDERIK OF DENMARK opened the two international meetings which were held in Copenhagen last week—the fourth international study week in traffic engineering (16 to 21 September), and the international road safety congress (21 to 23 September). The meetings were attended by some 500 representatives from 30 different countries, including Great Britain, Australia, Canada, U.S.A., India and Japan. Town planners, traffic engineers, government and police officials, scientists and road safety representatives were among the delegates. The 60 participants who attended from Great Britain included senior officials of the Ministry of Transport. The meetings were organized

by the World Touring and Automobile Organization (OTA), which links the national motoring clubs and associations of the world.

Two large volumes have now been published containing the full text, with diagrams and illustrations, of the various papers which were read at the meetings. The traffic engineering book costs £2 2s, and the safety congress report costs £1 1s; they are available from the OTA headquarters at 32, Chesham Place, London, S.W.1. Both books are excellently prepared and contain a mass of material on the subjects covered. In particular the Road Safety Congress report may prove of great value to safety organizations.



STEEPEST road in the country? Stoupe Bank, Staintondale, between Whitby and Scarborough on the Yorkshire coast, has at the top the sign inset on the right. Robin Hood's Bay is in the background

Correspondence

Privilege

Free Kerbside Parking. We are having our arms twisted again. The Select Committee on Parking in Central London suggest "as a mark of respect for Ministers" that they (and presumably their minions), who are already pretty well provided with free parking space on their premises at public expense, should be insulated from the effects of their own lack of foresight and provided with free kerbside parking space, whilst ordinary mortals manage as best they may. How long are we to suffer these continual extensions of privilege? Are our elected representatives completely muddle-headed, or are they in the swim, too?

Bolton, Lancashire.

E. WALKDEN.

Numbers Up

"Keep Going" Hints. The amusing article on rallying ("Numbers Up," 15 August) prompts me to tell of a useful "keep-going" trick when faced with a split oil pipe in the braking system. The essentials to be obtained are two small Jubilee clips and a four-inch length of $\frac{1}{4}$ in bore, very high-pressure hose. The best for the purpose is that used in aircraft hydraulic systems, comprising layers of rubber, steel mesh and canvas, with a bursting pressure of about 12,000 lb sq in. One needs a friend in the aircraft industry to obtain a scrap length of it, but I have no doubt that a scrap length of the flexible piping used in the braking system itself would be equally suitable.

As long as the split is more than an inch or two away from any union, the pipe should be cut through at the break, and the ends cleaned up as far as possible. The piece of hose is then wetted in hydraulic oil, slipped fully on to one end of the cut

pipe, and then drawn back over the other end until it is centred over the break. The two Jubilee clips (which can be left loose on the two pipe ends during this operation) are then placed in position about half-an-inch from the ends of the hose, and screwed up very, very tightly.

Needless to say, this lash-up should be replaced as quickly as possible by a new pipe, but this trick has kept me going for over 200 miles, using normal braking pressures, without losing a drop of oil. If the break is so near a union that the hose cannot be used, then the only thing to do, as your correspondent suggests, is to cut the pipe, fold it over and nip it, disconnect and blank off the pipe on the other side, and get home on two brakes. The idea is applicable on a larger scale, incidentally, to domestic water systems.

Harpden, Hertfordshire.

J. L. BLONSTEIN.

Continental Contrast

Tribute to the "Heavy Brigade." What a contrast of driving conditions and road courtesy between the United Kingdom and on the Continent, in particular our commercial vehicle drivers with those on the Continent.

After just completing a 3,300-mile tour of France and Italy, it is true to say we received practically no help at all in overtaking

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

these heavy commercials that operate on all classes of roads, despite all "mod. cons." fitted to them (fancy signals, microphones, and the like).

On returning to this country it is indeed a tonic to see our commercial vehicle drivers give a helpful and friendly signal after they spot you in the driving mirror. These drivers are to be congratulated.

Pinner, Middlesex.

A. J. C. HODGES.

Disillusioned

The Way of the Law with a Car. I am a disillusioned man. In the past I used to close the windows, lock the doors and leave the car, happy in the knowledge that it was safe from all save the determined thief or that more recent menace, the policeman armed with a large bunch of skeleton keys which he would laboriously try in turn until he found the one to open the lock.

How wrong I was; this evening I witnessed the police opening two cars the presence of which presumably offended them. It was done so quickly that I had little chance to study the instrument used, in any case it was palmed dentist fashion, but in essence the technique is to insert a slim tool between the front quarter-light and the rubber sealing strip close to the catch, give a quick flick which swings the catch over, and enables the quarter-light and hence the door to be opened. With a train to catch, I could not wait for the second act. Motorists should be warned of the vulnerability of their locked cars.

I would mention that the two cars were not parked in a Yellow Band Area, nor was there any sign to indicate that parking was not permitted.

Banstead, Surrey.

D. F. LYLE.

Four-note Horn

But what is the Combination? I have come into possession of a Cicca tenor musical horn, 12-volt, four reeds and trumpets, in perfect working order, but the tune combination is wrong. Does anybody remember this combination?

Luton, Bedfordshire.

E. ALLEN-KING.

Headache When Driving

Suggestions Invited. My motoring problem is that I am getting headache when driving. This has happened since the introduction of modern, streamlined bodies. I had previously had no trouble, having been a motorist since 1919. I attribute this trouble to excessive raking of the windscreens.

For some time past I have been using a Vauxhall Victor. This has improved matters owing, I think, to the panoramic type of windsreen, but I still am not free from the trouble. It has been suggested that vibration was the cause, so I have had the car more insulated with Underseal and more roof padding, with very little improvement. Strangely enough, I was not affected when I used a Ford Popular model. I cannot find any explanation of my difficulty from a medical point of view. I would be extremely grateful if anyone could suggest a reason.

Birmingham, 23.

G. P.

[Letters will be forwarded.—ED.]

Wrong Spare Wheel

Appeal for an Exchange. May I try to locate the owner of a two-tone, red roof, Phase I Standard Vanguard who called at the Blue Star Garage, Oxford Road, Beedon, near Newbury, Berkshire, at about noon on Saturday, 16 August, for the repair of a puncture? He took in error the wheel of my pre-war Vauxhall and left his own, so that we are now both sans spare wheel.

Newbury, Berkshire.

H. ARGENT.

Answer from Industry

To Critics of Export Planning. One becomes somewhat tired of reading letters such as that from Mr. Parker (18 July) criticizing the British motor industry, and in particular its export performance. Bearing in mind that since the war the motor industry has had a continuing and impressive export success in all parts of the world, this type of ill-informed criticism would appear to be rather unnecessary.

Regarding particularly North America, it is interesting to note that whilst our exports are increasing on a sound basis, the American car manufacturing industry can hardly be said to be having a particularly happy time; in fact, it is common knowledge that it is suffering a very serious depression. British cars are designed for world markets and not specifically for the North

American market. Anyone who wants a low-priced American car can find a very good range from Chevrolet, Ford or Plymouth, and, frankly, it is my opinion that, let us say, an M.G. fitted with Cadillac bumpers would be substantially unsaleable in North America or any other market.

Mr. Parker uses the expression "thick heads" for those responsible for export in the British motor industry and the term "reverend old complacent gentlemen of the board." Apparently he does not read the motoring Press very closely, since anyone who does so will be aware of the fact that not only the export managers but also the directors of all the major British car companies spend a great deal of time travelling the world, including North America, in the interests of developing business. Nobody would suggest that the British car is perfect in every respect for every market, but I think it is unfair and perhaps unnecessary to assume that the people who make British cars are not familiar with the problems of various export markets. Perhaps I should close by saying that I am, in fact, associated with the motor industry, and apart from several trips round the world in recent years, my next crossing of the Atlantic will be number forty-five.

Fulford, York.

WILLIAM ARMSTRONG.

Rail into Road

Start Should Be Made. Mr. G. L. Palmer used some truly amazing arguments (25 July). Does he really think that a driver, fireman and guard are all the railwaymen concerned in the movement of a train of coal? Are the station-masters, signalmen, porters, clerical staff, crossing-gate openers and the like—all 700,000 of them—unnecessary?

Since the majority of aerodromes are not served by railways, aircraft spirit, explosives and similar loads do, in fact, already go by road, and, so far as I know, without accident. All loads of "great weight and unwieldiness" have to travel by road at present, and if Mr. Palmer observes a train leaving a tunnel he will understand why.

I would recommend Mr. Palmer to fly over A1, which he will find crowded from end to end; he will also be able to observe the main line alongside, quite empty most of the time.

The railways are bound to lose gradually the remaining 25 per cent of the nation's goods, which is all they carry now; in the majority of cases they are unable to take goods from the point of production to the point of consumption, and road transport is needed to put goods on rail and also to remove them. Soon, as wages rise, the cost of loading and unloading from road to rail and back again will become uneconomical; it will not pay even if the railway carried the goods for nothing.

Nobody suggests that all railway lines should be converted into roads, but a start should be made on the lines that lose the most money. Certainly if oil-driven road transport had come before steam engines there would have been no railways needed in England.

Skegness, Lincolnshire.

T. A. SAUL.

Railton Common Sense

And Praise of Rolls-Royce. I have enjoyed *The Autocar* today (11 July) more than most, there being contributions from two friends of more than 25 years' standing. Reid Railton's article is a welcome breath of fresh air and common sense.

Hugh Hunter talks about Rolls-Royce and Bentley compression ratios. Not so long ago he was writing to you in a derogatory vein about automatic gear boxes—now he has had his XK150 fitted with one! To me, this is most amusing.

Many years' experience has shown me that Rolls-Royce make far fewer mistakes than anyone else, and that their claim to be "the best car in the world" is by no means immodest.

Ottery St. Mary, Devon.

E. M. THOMAS.

Whither G.P. Racing

Effect of Fuel Changes. "What Silverstone did confirm, I think, was that with 100 octane fuel, the British four-cylinder engines of 2½ litres capacity cannot continue to live against six or more cylinders in the future." Thus writes your Sports Editor, and what a pleasure it is to find that at least one motoring scribe appreciates just how badly the British cars are handicapped by the present fuel regulations. Is it too much to hope that it will now be realized that the disastrous engine breakdowns experienced by Mr. Vandervell's cars at Rheims and Silverstone were, as Laurence Hartley and I foretold, certain to occur when alcohol fuels were barreled? I feel that the gentlemen, not only of the R.A.C. and motoring press, but of the B.R.D.C. and B.A.R.C., have let Mr. Vandervell down badly with their apathetic acceptance of this nonsense.

Mr. Vandervell has done more to put this country on the G.P. map than any other person in the past 30 years, and at the end of last season he had developed his admirable cars to



EYECATCHING display near Uckfield, on the London-Eastbourne road; the thatched roof is amusing, if not roadworthy

such an extent that they were capable of winning the manufacturers' championship this year, and of giving his No. 1 driver the best opportunity to fulfil his ambition. Surely the dignitaries were not so technically deficient as to be totally unaware of the adverse effects of this fuel regulation on the performance and reliability of Mr. Vandervell's cars? Here we have an engine design incorporating four over-square cylinders each of more than 600 c.c., and it should require no more than a superficial knowledge of the properties of fuels to appreciate the complexity and the expense of the cooling problems arising when petrol, with its relatively poor latent heat value, is used without the addition of alcohol.

Goggomobil Owner Explains. I feel that Mr. Hodgson (25 July) is under a misapprehension regarding the running costs of my Goggomobile. In my letter (30 May) I pointed out that the £22 quoted for repairs included a set of tyres and repair of a dented wing, and that the replacement of the speedo cable and wheel bolts were the only defects which had to be remedied.

Mr. Hodgson is wrong to assume that running costs will increase eventually, as the major item—depreciation—decreases annually, the first year figure being perhaps one-third of the total depreciation over, say five or six years. In addition, it has been my experience that petrol consumption steadily decreases. For example, the overall consumption of my Goggo. was 57.5 m.p.g. at 5,000 miles, 59.2 at 10,000 miles and has now fallen to 61.7 at 21,000 miles.

The cost per mile after one year was 2.94d per mile; now, after 15 months, the figure is 2.82d per mile.

I am not out to prove that the Goggo. is the cheapest car in the world to run, but to show that there is more than one approach to the problem of cheaper motoring. When a fair annual mileage is covered, there is a similarity of cost between the cheap popular car, with low depreciation and high fuel costs, and the unconventional economy car, with a higher first cost and greater annual depreciation.

Kenton, Devon.

JOHN D. WALLIS.

Individual Variations. With reference to correspondence on running costs (cf. Mr. A. Hodgson, 25 July), I suggest that too much reliance cannot be placed on the results quoted for a single car, as in the case of the Goggomobil of Mr. Wallis (30 May), for example. My own experience with a car of this make in the first 1,500 miles—odd includes repairs, spare parts and servicing, costing £12 17s so far, whilst insurance is more than £20 per annum. It is obvious that Mr. Wallis's figures, which include the first 3,000 miles' experience, are likely to be very incomplete (petrol consumption also may be higher during this period).

Bromley, Kent.

W. H. STEVENS.

Economical Technique. Mr. Hodgson is kind enough to suggest (25 July) that it would be of great interest to all Anglia and Prefect owners to know how to obtain 39.54 m.p.g. on commercial petrol. May I explain how I achieve this?

If the motor racing fraternity of this country is incapable of raising its voice in protest, then it may look forward to a further long period of Italian supremacy. Were I in Mr. Vandervell's position, I would withdraw completely from this travesty of G.P. racing, as the existing engine design is rendered almost impotent by this idiotic fuel regulation, nor would I spend further large sums of money on the development of a new engine as there is no guarantee that it, in its turn, would not become obsolete overnight should the F.I.A. decide that paraffin, either pink or blue so as not to upset the politically minded, was to be the official brew.

London, S.E.7.

JOSEPH BAYLEY.

Austin Modification

A.70 Engine in an A.50? I am considering the possibility of fitting an Austin A.70 engine into my 1955 A.50 Cambridge. I would like to hear from any reader who has had experience of doing so.

Edinburgh.

[Letters will be forwarded.—ED.]

IAN M. GLASS.

Jaguar Background

Correction in Precision. In your article "The Jaguar Background" (8 August) you mention that the hemispherical combustion chambers in the cylinder head are machined using a low-revving drilling machine.

This, however, is only the roughing operation. The actual finishing is carried out by one of our spherical fine boring machines. This machine uses a single-point carbide tool which is mounted in a rotating circular segment; this segment in turn rotates on an accurate spindle which has a run-out not exceeding 100 millionths. The hemispherical combustion chamber shape is thus generated to very close limits of accuracy, and also with a very good surface finish. The results obtained are very much superior to the method which you describe using a form tool, and which is now used as a roughing operation only by Jaguar Cars, Ltd.

The Jaguar engine is undoubtedly one of the most successful ever built, and this is another example of the extreme care taken in their manufacture.

W. BONEHAM,
Mansfield, Nottinghamshire. Boneham and Turner, Ltd.

RUNNING COSTS

My car is used mainly for taking me to and from work, a return distance of 52 miles a day, with occasional longer business runs and occasional shorter shopping runs. I travel on a road which carries very little traffic and am able, therefore, to drive almost exactly as I wish. I maintain a steady 30-35 m.p.h., and with luck have only three intermediate stops, two halt signs and a set of traffic lights near my destination. I avoid the choke like the plague, and, except in emergencies, accelerate only very gently. Having done the journey some 1,200 times, I know the road well and can therefore adjust my speed so that, where a driver not knowing the road would use his brakes, I do not. I get very annoyed (with myself) if I misjudge my approach and have to use my brakes where I know I need not. I try hard to drive intelligently and to think ahead at all times. The car is garage serviced every 5,000 miles and never in between. And that is all there is to it.

I can assure Mr. Hodgson that my figures are accurate, and that I have a record, against date, mileage and price, of every gallon of petrol put into my tank, and of all other moneys spent. I put in four gallons at a time, and very seldom do I put in another four before I have done 160-170 miles. Again, I get annoyed with myself if I do have to! I would add, however, that during a two weeks' holiday recently, when I used the car on innumerable short journeys, my consumption rose to 32 m.p.g.

The cost of my car new, including conversion (yes, I did avoid P.T., by two weeks) was £412. I do not think it unreasonable to assume that I could sell it now, in perfect condition, for £340. But allowing Mr. Hodgson another £30, making the depreciation figure £100, only adds another 0.21 pence per mile.

I agree that to achieve 100,000 miles I shall doubtless have to spend more money than at present on service and oil, and probably repairs and replacements. Having done but 37,000 of those miles, however, I can only interpolate on the figures I have. I should not like to make any attempts at extrapolation to 100,000.

I should be very pleased and interested to hear from Mr. Hodgson of his experiences as his car approaches 100,000, and from any other drivers with similar ambitions; especially any A.35 owners, who, under fortunate road conditions comparable to mine, should be able to approach 60 m.p.g.

Frinton-on-Sea, Essex.

JOHN BURLS.

A GRINDING HALT?



Belgian Grand Prix: 23 minutes under the minimum duration, yet it still counted for the Championship

A GREAT many people, who have the good name—and the future—of motor racing very close to their hearts, are growing concerned about the present state of the sport. Wherever one goes, the conversation seems unfailingly to develop along gloomy, critical lines: "Far too much commercialism... If someone doesn't do something about this starting money lark the whole thing will come to a grinding halt... Why can't those old layabouts at the F.I.A. do something about it?... Too many races, too close together... Too many similar cars... Too many people trying to squeeze too much out of it...", and so on.

The pity is that the majority of these remarks are not the vague, unfounded observations of a lot of elderly people suffering from "Things aren't the same as they were" complex, but the justified complaints of everyone who has followed the trend of motor racing over the past few years. It is true to say that, unless the governing body of motor sport—the *Fédération Internationale de l'Automobile*, in Paris, or, more properly, the *Commission Sportive* of this body—exerts its authority quickly, this golden age of motor racing could easily fall into a decline.

It might be helpful at this stage, for those unversed in the cumbersome procedures behind it all, if the workings and constitutions of the C.S.I. and F.I.A. were explained. Basically, the C.S.I. is to the F.I.A. what the R.A.C. Competitions Committee is to the R.A.C. itself. However, instead of administrating in its own country alone as does the R.A.C., the F.I.A. looks after motor sport throughout the world—a very grave responsibility indeed.

Every country in which there is motor sport—Great Britain, America, France, Germany, Italy, and so on—has its parent body, or A.C.N. (*Automobile Club National*) as it is called, and each A.C.N.

IT IS TIME THE C.S.I.
PUT ITS HOUSE IN ORDER

BY PETER GARNIER

is represented on the C.S.I. There are 14 member countries, so that 14 A.C.N.s are represented—or should be—at each meeting of the C.S.I. For some reason, Switzerland, a country whose government banned motor racing, is represented; many people wonder why.

In effect, most of the major European motor racing countries send along two delegates, the figurehead of the A.C.N. and a salaried member of the staff, who does the work; each A.C.N., however, has but one vote,

whatever the part its country plays in the world of motor sport. Britain, therefore, without whom the sport would be in a sorry state, has no more say than, for instance, Switzerland. Despite the fact that Britain and Italy, for example, make more noise, successfully, than any other country on the circuits, at the C.S.I. they are no more than small voices in a big crowd.

This year, the C.S.I. will have met five times only—twice at Monte Carlo (at the time of the Rally, and the Grand Prix), at Le Mans, Lucerne, and Monza. With a fast-moving, modern sport—in which such great sums of money are involved, and, more important, in which human lives can be jeopardized—this is surely insufficient? However, the decisions reached by the delegates at the C.S.I. meetings do not become law until they have been ratified by the main committee of the F.I.A.—and this, again, takes time. Furthermore, many more countries are represented on the main committee than on the C.S.I.—many of them having no interest whatever in motor racing, and no knowledge upon which to base their votes. Could anything be more unwieldy?

Even with this long-winded approach, the best use is seldom made of the time available. The F.I.A., for example, often take far longer than necessary to ratify the resolutions reached by the C.S.I. at their meetings, and therefore are very slow indeed in publishing the minutes. This, in turn, means that when the minutes finally reach the Competitions Committee of the R.A.C. there is often insufficient time in which to mull them over, referring back to their main committee, and go into important matters in readiness for discussion at the next meeting of the C.S.I. Meantime, of course, while these vital matters are meandering like an undergeared tortoise from committee to committee, motor racing

continues on its high-speed way—shortcomings which the C.S.I. should have removed being perpetuated, meeting after meeting.

The rules state that the F.I.A. gives an undertaking not to announce changes in formulae, fuel, construction of cars, or similar important matters without giving at least six months' warning. In the agenda of the September meeting, the possible variations in formulae for 1959 may well be down for discussion. With the best will in the world, it will be impossible for them to give six months' warning of any proposed changes when the first races to be affected are held in the Argentine in January—only four months later.

The change from last year's free-fuel formula in Grand Prix racing to the present 100-130 pn Avgas was announced last October. The first race to be run under the new formula was the Argentine Grand Prix on 19 January; small wonder that the Vanwalls and B.R.M.s did not run in race. At the same time it was announced that cars competing in Sports Car Championship events would be limited, for the years 1958, 1959 and 1960 to a maximum engine capacity of three litres. The first event to be run under this new formula was due to be held in Buenos Aires on 26 January. Maserati shortly announced their withdrawal from official participation in both Grand Prix and sports car racing for 1958.

In this connection, too, it was decided at the Lucerne meeting (2 to 6 June) to ban push-starting the cars at Drivers' Championship meetings; it was also decided that this regulation should be brought into force at the French G.P. on 7 July, a month later—regardless of the fact that to fit a starting handle to a Cooper—or to modify it to take a starter motor—would entail major alterations to the transmission.

The Argentine G.P.

The result of the late introduction of the Avgas fuel formula—in conjunction with the fact that, only a month or so before the race was due to take place, the British constructors had not yet received the regulations—the Argentine G.P. was the centre of considerable turmoil. Its status as a Drivers' Championship event was in doubt; the Italians and South Americans threatened to withdraw from the F.I.A. unless it did count for the Championship; the drivers' association, I.U.P.P.I., protested against its validity... and eventually the race was held. Moss won it in a Cooper, but did not know until the Monte Carlo C.S.I. meeting on 30 January whether or not he had scored any points towards the Championship.

At this meeting it was decided that it should count for the Championship—but it was laid down that, where future Championship events were involved (Drivers' or Sports Car), the regulations must be published at least two months before the date of the race; otherwise, the validity of the event would be lost. A few

A GRINDING HALT . . .

weeks later—on 11 May—the Targa Florio was held, on the date originally allocated to the now emasculated Mille Miglia. Though the regulations were not yet in the hands of the British competitors until barely a month before this date, the event still counted as Italy's qualifying event towards the Sports Car Championship—despite at least one protest against its validity. Rules, it appears—or, at any rate, C.S.I. rules—are made to be broken.

And here we go again: At the same time that the 1958 fuel regulations were announced, it was laid down that the 1958 Drivers' Championship races should be of a minimum length of 300km, and a minimum duration of two hours, instead of the previously laid down rule of 500km or three hours. It is necessary, here, to quote the French text, as issued by the F.I.A. themselves: "Ses courses du Championnat du Monde devront avoir une longueur minimum de 300km et une durée minimum de 2 heures (au lieu de 500km ou 3 heures, comme précédemment)." The "et" and "ou" are underlined in the original text for emphasis.

Yet, when the regulations for the Belgian Grand Prix were issued, it became quite clear that though the total race distance would comply with the minimum of 300km, the organizers were proposing completely to ignore the minimum duration rule of two hours; the race, in fact, lasted for 1hr 37min 6.3sec. When the regulations were first issued *The Autocar* telephoned the organizers to check that there had not been a misprint. It was explained that the F.I.A. did not really intend that the *grandes épreuves* should have to comply with both these requirements—they intended *one or other*; there must have been a mistake in translation. I explained that it was the French text from which I was quoting. The reply was that the F.I.A. really wanted organizers to keep to the spirit of the regulations rather than the letter. The Belgian G.P.—indeed, the European G.P., as it had the honour to be—though not complying with the F.I.A.'s requirements, counted nonetheless for the Drivers' Championship.

So it goes on, anomalous, inconsistent and entirely out of keeping with the fast-moving sport which it governs. At Sebring, we are told, there are to be formula 1 and 2 races of International status next year—possibly counting towards the World Championship. Yet the International Sporting Code, the F.I.A.-produced bible of motor sport, states that before being given International status, a race must have been run at least once before.

Ponderous Deliberations

Standing out prominently throughout this critical year has been the astonishingly slow and unwieldy manner in which the F.I.A. is compelled by its constitution to conduct its business—and the apparent impossibility, under the present inflexible set-up, for it to come to a quick decision should the need arise. Those who spend thousands of pounds annually on motor sport—the manufacturers themselves, the oil companies without whose support it could not continue, the accessory manufacturers—cannot be expected to continue to place confidence in such a set-up.

So much for the shortcomings of the C.S.I., arising simply because they are not geared to cope with present-day motor sport; the permanent staff is sufficient evidence of this—it is smaller than that employed in the offices of the majority of

the A.C.N.S. What of the troubles the C.S.I. could cure through the F.I.A.?

The crowded Calendar . . . starting money . . . close proximity of important events . . . early announcement of the new grand prix formulæ, due to come into force on 1 January, 1961 . . . ? Perhaps two of the most important are starting money and the proximity of important dates; they can be covered collectively.

Proximities

The all-important International Sporting Code lays down that a first-grade international grand prix should not follow within five days of a Classic event—in fact, that the Pescara G.P., say, should not be held within seven days of the French G.P. It also lays down that two Classic events should not be held within less than 14 days of each other—in other words, that the French and British G.P.s, for example, must be at least 14 days apart. The reasons for these rules are simply that, in the case of priority events, 14 days is thought to be the minimum in which constructors can repair their cars after one event, prepare them for the next and travel to the circuit in time for practice. Seven days is considered enough, where first-grade events are concerned, because it is not of such vital importance that all the manufacturers should be represented.

The rules also state that these intervals between International events may be reduced with the authorization of the C.S.I.; this authorization is now so freely forthcoming that the rules—and their good intentions—seem to have been forgotten.

The F.I.A. in laying down these rules have not only the constructors' interests at heart. They are concerned, too, for the organizers who, if they are to attract the crowds to their meetings, must be able to lay on the best cars and drivers; also, of course, there is the rapidly increasing list of championships to be considered. Constructors must be given every chance to be represented.

On more than one occasion this season, there have been instances of first-grade events being held within 24 hours of priority events. Here the question of starting money comes into the picture. It is not infrequently the case that starting money at the first-grade event is greater than the cash award for winning the much more important priority event, held on the previous day.

Thus a driver, knowing that he is unlikely to win the priority event, may choose to go easy, nursing his car to be certain of appearing with it at the lesser event the following day, and carry off a greater award—just for having started (or appeared; "appearance money" would be a more appropriate term). Having decided on this course, and with no time in which to prepare his car—or repair it if it breaks—not to mention conveying it a thousand or more miles to the circuit, he can ill afford to try too hard.

The organizer of the more important race may thus be forced into a position which makes him appear to fail in his duty to the spectators; he has promised them a great race, yet one or two cars are trundling round, clearly taking things easy—even, in some cases, retiring for no apparent reason (this has happened this season on more than one occasion). The ridiculous state of affairs has arisen in which there are some drivers who regard the starting money as the ultimate reward, starting the race with a few gallons in

the tank and no intention of finishing.

A great deal of the trouble with the anomalies in the Calendar is owed to the fact that the events that make up many of the Continental meetings are seldom as published in the Calendar itself. A first-grade meeting, followed a priority event, may appear in the Calendar as "S" or "S and T"—meaning sports, or sports and touring cars. This will affect neither the entry nor the quality of the formula 1 and 2 races included in the meeting on the previous day—but if the organizers slip a formula 2 (or even formula 1) race into the regulations when they appear, it will clearly have a serious influence on the more important date.

The C.S.I. can easily put an end to this sort of thing because, before such a change can be made, their permission has to be obtained. Incidentally, the British race organizers and promoters have already met to decide their dates for next season, and by the end of the Earls Court Show will have decided finally what events are to take place at each meeting.

Reverting to the question of starting money, human nature is riddled with failings, and the desire to pick up easy money is not the least of them. However, laxity and looseness of the C.S.I. regulations permit certain drivers to reveal a more than permissible failing in this particular direction. The drivers, of course—most of them, at any rate—are in motor racing for the fun of it, and no one



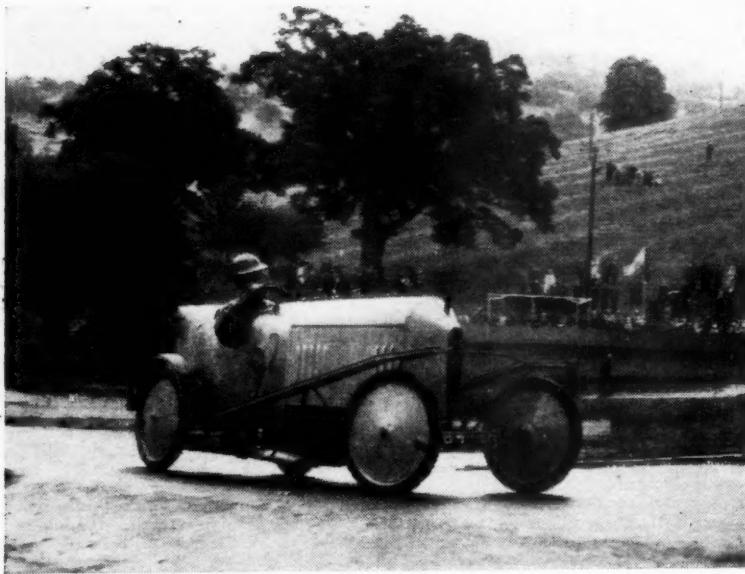
Targa Florio: Regulations published too late

grudges them their awards, but there seems to be an increasing tendency to forget the basic reason for it all; it could be that before long the golden goose will be breathing its dying gasps.

Agreed, a driver's starting money is reckoned in terms of his value as a crowd drawer; a top-line driver is worth more than a mediocre one. The theory is held by many people that the present considerable sums available in starting money would better be employed—at least in part—by increasing the prize money, and, more important, spreading it farther down the list of finishers.

It might even be possible, and still be fair to everyone, to accept, say, 25 entries in a race where there were to be only 15 starters. During practice, the cars would qualify for the 15 starting positions, the 15 fastest drivers being selected and paid starting money; this would mean that there would be something of a competition for the available money—a far healthier state of affairs. A definite scale of starting money should be laid down—as was attempted at Brussels some time ago with utter failure to reach an agreement—so that everyone knew where he stood, race organizers included. The money saved thereby could then be added to the prize money; it would be an incentive to finish, and would help the organizers to keep faith with the spectators.

Veni Vidi Vici



El Pampéro (a cold wind from the Andes) ascended in spasmodic gusts. An M.A.G. cyclecar, circa 1914, it was coaxed up by Jeddere Fisher in 101.16 sec

DOCTOR TAYLOR'S CÆSAR SPECIAL FASTEST AT V.S.C.C. PRESCOTT HILL-CLIMB

VERY probably it was raining when Julius Caesar first stepped ashore in these islands 2,003 years ago: certainly it was when Dr. Tony Taylor made provoked attacks on Prescott Hill in Gloucestershire last Sunday, with an A.C.-engined racing chariot designed and built by Dick Caesar a few years back from, mark you, genuine Vintage parts. With it he vanquished all opposition at the V.S.C.C. meeting from

blown E.R.A.s, a small swarm of Bugattis and other hot machinery. Before his climbs he made an umbrella'd inspection on foot of the wet surface on the lower slopes, testing for μ every few yards with sensitive finger-tips. Result—a time of 50.63sec, 0.82sec quicker than Douglas Hull in Arthur Jeddere Fisher's 2-litre E.R.A.

Bronzed Jeddere Fishers of all ages, fresh from the Fiji Islands, dominated the

paddock with miscellaneous transport; of the latter the bravest was "El Pampéro," an Edwardian cyclecar of rather dubious parentage, which recorded slowest time of the day by a wide margin (112.80sec), as well as the greatest improvement between first and second runs—11.64sec. It was competing on handicap against such metal as Sam Clutton's 1908 G.P. Itala (which won), Lord Montagu's 1913 Prince Henry Vauxhall, Graham Brown's 1913 Zust (made in Brescia), M. R. Neale's 1912 London-Edinburgh type Rolls-Royce, Marcia Jeddere Fisher's 1913 Lancia Theta (the Greeks, of course, had a name for it) and Barry Clarke's 1913 Talbot. Mrs. Fisher's car having an unconvertible hard top, she expected to run without a helmet; but the stewards insisted that, to use commentator Tubbs' words, "she be crowned with the appropriate millinery."

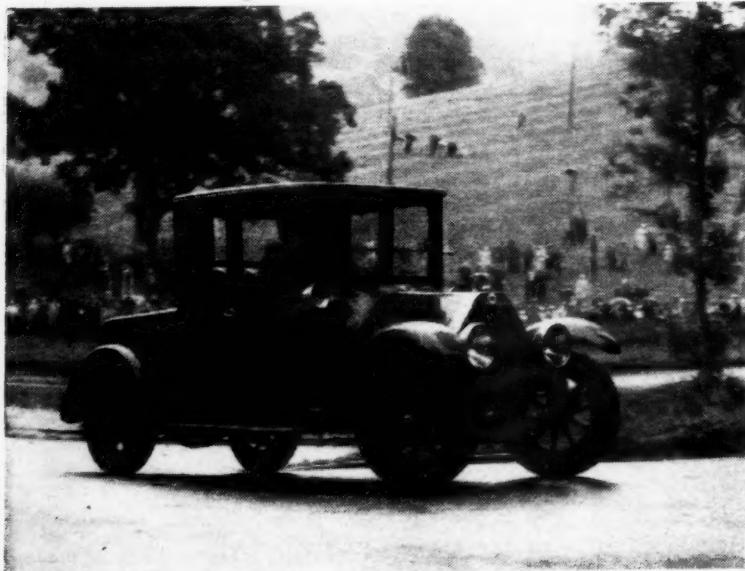
This year Post-Vintage Thoroughbred cars, excluded last year, were admitted again, and competed for separate awards in racing- and sports-car classes of various engine capacities. Close competition for f.t.d. was confined to the above-mentioned Cæsar and E.R.A., and the blown two-three Bugattis of Wall and Mallalieu; all were in the 1,501-3,000 c.c. unblown, 1,151-2,310 c.c. blown class, were properly prepared and very competently driven.

In this class were also two famous old cars owned and driven by Lt. Col. C. P. Vaughan—the 1926 Becke Powerplus with a supercharged Wolseley Moth engine, and that one-time holder of the Shelsley Walsh record, the late A. F. P. Fane's twin-blower Frazer-Nash. With the Becke, an awkward and harshly sprung little demon, he managed a creditable 63.28sec, but the Frazer-Nash's transmission was so sadly baccane unchained on the starting line.

Dick Hardy's Special was the only middle-class (1,101-1,500 c.c. unblown, 851-1,150 c.c. blown) racer present. With the long, low figure—albeit somewhat skeletal—of a dachshund, it slithered up in 55.24 thrilling seconds at the first attempt. But on the next it was dogged by a misfire, the bite and half the bark had gone.

Riley Nines and Austin Stevens filled the smallest sports-car class, Jack French's Austin (56.57sec) benefiting from having a separate axle for each front wheel and other non-Longbridge modifications to vanquish Stan Waine's very smartly turned out Riley. John Grice's G.N. Special defeated a strong challenge by seven Frazer-Nashes among the 1,101-1,500s with a breath-taking ascent in 54.68sec on his first run. After even more hair-raising tactics over the early part of his second, he was then frustrated by loss of power at high altitude.

Feminine appeal was added to the 1,501-3,000 c.c. unblown, 1,151-2,310 c.c. blown class by Dr. Taylor's daughter at the wheel of his 3-litre Bentley, in which she defied filthy weather with two tidy climbs, the best in 68.82sec. Berry's blown two-three Bugatti gave off the swell *crescendos* and *diminuendos* of a full Molsheim orchestra, and was very ably conducted to the summit in 54.42sec during the second movement. L. S. Richard's Riley Special played second fiddle in 56.03, and a very popular third string (and first Vintagent) was Monty Vaughan's A.C.-engined Frazer-Nash.



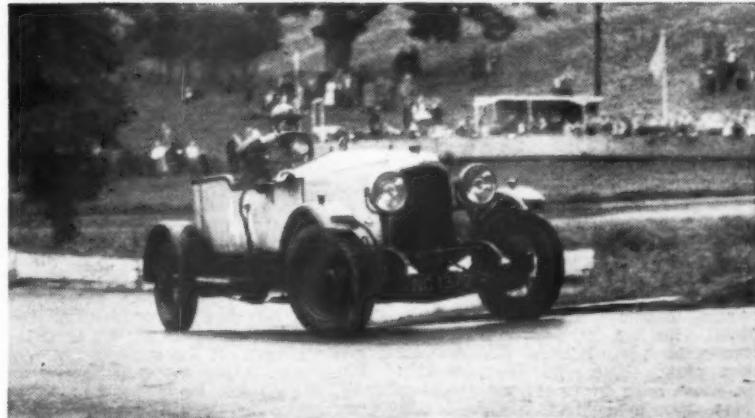
Little house on the hill: Mrs. Marcia Jeddere Fisher entertains in the living room of her 1913 5-litre Lancia for a minute and 25.52 sec

First Prescott appearance of the oldest known E-type Vauxhall 30-98 (1920): Brian Barker's best climb took 65.42 sec

Another Bugatti, Ronnie Symondson's superb 57S two-seater, upheld the marque's prestige on the B.O.C.'s own hill by defeating all opposition in the largest capacity class (55.25sec), second place going to the imperturbable Shuter in his equally imperturbable 4½-litre Invicta coupé, as ever a model for all would-be experts up the hill. Third was Morris' 6½-litre Bentley two-seater, a really splendid car which needed dry course to show its real mettle. Then it was the spectators' turn for a bit of fun, with a glorious wheel-spinning mudlark to extricate themselves from the car park. Please, it would be nice to have a little sunshine next year.

PROVISIONAL RESULTS

Sports Cars: Unsupercharged up to 1,100 c.c.: 1, 1929 Austin 747 (J. S. French), 56.57sec; 2, 1924/34 Riley 1,089 (S. R. Waine), 59.88sec; 3, 1930 Riley 1,089 (E. C. Mayhew), 60.05sec. **Unsupercharged up to 1,100 c.c. (1,500):** 1, 1929 N. Spie 2,496 (J. A. R. Grice), 54.68sec; 2, 1930 Frazer-Nash 1,496 (R. W. Ashley), 56.00sec; 3, Frazer-Nash 1,495 (M. S. Geoghegan), 56.39sec. **Unsupercharged 1,501-3,000 c.c. supercharged 1,151-2,310 c.c.:** 1, 1933 Bugatti 2,260 (G. Berry), 54.42sec; 2, Riley Spi 2,443 (L. S. Richards).



56.03sec; 3, 1928 A.C.-Nash 1,991 (M. Vaughan), 56.76sec. **Unsupercharged over 3,000 c.c., supercharged over 2,310 c.c.:** 1, 1936 Bugatti 3,257 (R. C. Symondson), 55.25sec; 2, 1935 Invicta 4,467 (J. A. Shuter), 55.66sec; 3, 1930 Bentley 6,597 (A. H. D. Lunn), 57.15sec.

Edwardian Handicap (competitor showing greatest improvement over handicap time): 1, 1908 Itala 12,000 (C. Clutton), 60.28sec (h'cap 57sec); 2, 1912 Rolls-Royce 7,428 (M. R. Neale), 74.24sec (70.50); 3, 1915 Talbot 4,533 (B. M. Clarke), 71.95sec (67.50). **Racing Cars:** **Unsupercharged up to**

1,100 c.c. **supercharged up to 550 c.c.:** 1, 1934 M.G. 847 (R. Grant), 60.30sec; 2, 1929 Riley 1,087 (P. J. E. Binns), 62.11sec. **Unsupercharged 1,151-1,500 c.c., supercharged 551-1,150 c.c.:** 1, 1922-29 Hardy Spi 2,996 (s) (R. E. Hardy), 55.24sec. **Unsupercharged 1,151-1,500 c.c., supercharged 1,151-2,310 c.c.:** 1, 1930 Caesar Spi 2,030 (W. A. Taylor), 50.63sec; 2, 1936 E.R.A. 1,979 (s) (D. H. C. Hull), 51.45sec; 3, 1931 Bugatti 2,270 (s) (F. E. Wall), 52.35sec. **Fastest time of the day:** 1930 Caesar Spi 2,030 (W. A. Taylor), 50.63sec.

Trophy for Taylor at Goodwood

WO scratch races in the eight-event B.A.R.C. programme promised excitement at Goodwood last Saturday. Mike Taylor had a one point lead over Keith Greene towards the Brooklands Memorial Trophy sponsored by *Motor Sport*. Taylor's Lotus had clocked a record average at Goodwood for cars under 1,100 c.c. at the previous B.A.R.C. meeting. So with the opening race, Taylor was away in the lead, but only just ahead of Greene from lap four, to finish with just 0.8sec in hand.

E. H. Broadley in his Lola-Climax, which had performed so well at the Branksome Hatch meeting at Whitsun, returned the fastest lap (88.71 m.p.h.), pressed on too hard at Madgwick when in third place and overturned, bending the car at both ends. It will probably mean a new frame for the car, but fortunately not for the driver.

In the second race Keith Greene did his utmost to be first away through Madgwick, but Taylor overtook him through Fordwater to hold the lead and the trophy.

During the handicap races for saloons and open cars, the ladies showed grace and pace. Rosemary Massey (Jaguar XK150), a car's length in front of Jean Bloxham (Aston Martin DB3S) on lap five of the first event, pulled over to let her pass (if she could). But she was unable to. Who could with a piece of tar-macadam wedged in the throat of the front Weber? This is a car which can eat up the road!

There is nothing like a Le Mans canter to warm up the drivers. (The spectators could have done with something like it, too, in the chill wind.) In the 10-lap Marque scratch race D. Shale and his car were obviously warmer than the rest, for they were easily first past the rhododendrons to win at 75.75 m.p.h. S. A. Hurrell (Triumph TR3) made second place.

The Austin A35s of Wheeler, Gaston and Lawrence (first, second and fourth) were no handicap to them in their 5-lap race. But as a reminder that there is

always a challenge in racing M. J. Griffin tucked into third place and stayed there, driving one of the two Volkswagens entered against nine A.35s.

Highlights from the other races . . . Bekaert's fine fast drive from back to front in the 5-lap handicap in his business-like

RESULTS (lap distance 2.4 miles)

Scratch races: A. **Unsupercharged cars up to 1,100 c.c. (10 laps):** 1, Lotus-Climax 1,089 (M. Taylor), 16min 43.2sec; 86.12 m.p.h.; 2, Lotus-Climax 1,098 (K. A. Greene); 3, Lotus-Climax 1,098 (J. Campbell-Jones). **Fastest lap:** Lola-Climax 1,098 (E. H. Broadley), 1min 37.4sec. B. **Unsupercharged cars up to 1,100 c.c. (5 laps):** 1, Lotus-Climax 1,098 (M. Taylor), 8min 23.8sec; 84.08 m.p.h.; 2, Lotus-Climax 1,098 (K. A. Greene); 3, Lotus-Climax 1,098 (P. J. Arundell). **Fastest lap:** Lotus-Climax 1,098 (M. Taylor) and Lotus-Climax (J. Campbell-Jones), 1min 39.4sec; 86.92 m.p.h. C. **Marque (Le Mans type) (10 laps):** 1, Austin-Healey 2,627 (D. Shale), 19min 0.6sec; 75.75 m.p.h.; 2, Triumph TR3 1,991 (S. A. Hurrell); 3, Triumph TR2 1,991 (J. C. Quick). **Fastest lap:** Austin-Healey 2,639 (D. Shale). **Handicap races:** A. **For saloon cars (5 laps):** 1, Jaguar XK150 3,442 (Miss Rosemary Massey), 10min 46.0sec; 69.57 m.p.h.; 2, Aston Martin DB3S 2,922 (Miss J. Bloxham); 3, Jaguar 3,442 (J. B. L. Jacobs).

Handicap races: B. **For saloon cars (5 laps):** 1, Jean Behra 1,991 (G. H. Breakell), 10min 17.4sec; 73.67 m.p.h.; 2, Morgan +4 1,991 (C. J. Lawrence); 3, Triumph TR3 1,991 (H. Thompson). **Fastest lap:** Triumph TR2 1,991 (J. C. Quick), 1min 51.2sec; 77.49 m.p.h.

Fastest lap of the day: Lola-Climax 1098 (E. H. Broadley), 1min 37.4sec; 88.71 m.p.h.

Von Trips Beats Behra in Austria

WO days after Gaisberg Hill-Climb, Austrian round of the European Mountain Championship, almost the entire field of competitors reassembled at Zeltweg airfield, formerly a British air base. Fifteen cars lined up for the sports car race up to 1,500 c.c. and unlimited, the three Porsches RSKs being fitted with the bored-out 1,600 c.c. engines to compete in the bigger class. Behra, Trips and Barth were down to drive them, while Huschke von Hanstein reappeared behind the steering wheel of a sports car, driving an older RS model with 1,700 c.c. engine.

Opposition consisted of a three-litre Ferrari for Austrian Gottfried Koehert—not his own new Testa Rossa but a rather thrashed-out 1957 works model now used in Modena as a practice car. David Latchford was the only British entrant in the front-engined Cooper, better known under the name of Halseyec.

Jean Behra lead the field from the start into the chicane which had been set up to slow the two-mile circuit sufficiently for hill-climb gearing, but von Trips soon took over. At about half-distance of this 70-mile event, Behra started motoring and passed von Trips into the lead. Yet the newly crowned Mountain Champion was not at all pleased with the situation and managed to fight back to win.

Sports Car Race (35 laps—70 miles): 1, Porsche RS 1,600 (W. von Trips), 41min 28.6sec; 76.5 m.p.h.; 2, Porsche RSK 1,600 (J. Behra), 41min 29.5sec; 3, Porsche RSK 1,600 (E. Barth), 42min 10.6sec; 4, Porsche RS 1,500 (S. Vogel), 34 laps; 5, Porsche RS 1,500 (H. Walter), 33 laps; 6, Porsche RS 1,500 (M. Bozic), 33 laps; 7, M.G. A Twin-Cam 1,600 (H. Zweifel), 30 laps; 8, Porsche Spyder 1,500 (E. Fischer), 29 laps; 9, DKW Spyder 990 (A. Hartmann), 29 laps; 10, Cooper 1,500 (D. Latchford), 28 laps. **Fastest lap:** W. von Trips, 1min 8.8sec; 77.8 m.p.h.

Grand Touring race (15 laps—30 miles): 750 c.c. class: Abarth (P. Kutsch); 1,300 c.c. class: Lotus 1,100 (C. Vogel); 1,600 c.c. class: Porsche Carrera (E. von Frankenberg). **Unlimited:** Ferrari 250 GT (W. Seidel); **Fastest lap:** H. von Frankenberg, 1min 16.6sec; 70 m.p.h.



The Sport

By PETER GARNIER



MIKE HAWTHORN'S adventures at the finish of the Portuguese Grand Prix were somewhat baffling for almost everybody. Sorting things out on the spot, I find that what actually happened was this: for several laps Lewis-Evans' Vanwall had been following Moss around, though a lap behind him. On Moss' 46th lap he had "towed" his team-mate past Behra's B.R.M. into third place. As the last few laps went by, Moss, with Evans still close behind, came near to lapping Hawthorn, the brakes of whose Ferrari were now virtually non-existent.

On Moss' final lap there seemed to him a chance of his being able to "tow" Lewis-Evans past Hawthorn, thereby himself lapping the Ferrari and putting Lewis-Evans into second place. The cars went round in the close order: Hawthorn, Moss, Lewis-Evans. In fact, Lewis-Evans was not quite fast enough to be "towed" past the Ferrari, so it was in that order that the three cars passed the finishing line, Moss receiving the chequered flag, having completed his 50th lap; Lewis-Evans, too, received it, having completed his 49th.

Looking back, incidentally, one can now see that had Moss let Lewis-Evans pass him before taking the chequered flag, and assuming that Mike spun as he did, Lewis-Evans must have finished second. However, Lewis-Evans was behind Moss when he took the flag, so that was the end of his race.

Now, the rules state that "The winner will be the driver who has covered the prescribed distance in the minimum time. The race shall finish after the winner has received the chequered flag." At this point, the British Racing Drivers' Club includes in the British G.P. regulations a bit of its own: "However, all drivers must complete one extra lap at a very reduced speed after receiving the end-of-race signal." This is very wisely intended to avoid accidents through a succession of cars trying to stop from high speed as soon as they have crossed the line. The rules then go on to say: "All cars will be classified according to the number of completed laps they have covered, and for those having covered the same number of laps, according to the order in which they have passed the finishing line. Cars which have covered less than half the prescribed number of laps since the start of the race will not be classified.

"If a car takes more than thrice the time of the fastest lap during the race to complete its last lap, the latter (lap) will not be taken into consideration when the total distance covered by that car is computed."

As soon as Moss had received the flag every other car crossing the line behind him was flagged in. But Mike Hawthorn had still to complete his last lap and was geographically the rearmost car of the field. Of the Vanwalls behind him, Mike could not see whether it was Moss' or Lewis-Evans' car that was in front; both drivers, he knew, were wearing white helmets. Had Moss been the rearmost of the two when he (Moss) finished the race, the battle with Lewis-Evans for second place was still on.

Determined to retain second place himself, Mike went off as fast as possible on that critical last lap—and spun.

It was not Evans, of course, but Moss on his slowing-down lap whom Hawthorn could see on his tail, and in no circumstances could Lewis-Evans, nor any of the other cars that had completed 49 laps, bring their total up to 50; for them the race was over. It was merely a matter of Hawthorn's taking less than "thrice the time of the fastest lap during the race" to sort out his troubles and complete his 50th lap. Had he taken longer, he would have been deemed, according to the regulations, to have completed only 49 laps on taking the flag; he would thus have finished 6th, ahead of those who did only 48 laps. Unjustly, it may appear, he would not even have been a finisher had he been unable to restart.

So far as the protest was concerned—lodged on the grounds that he had restarted the Ferrari by running contrary to the direction of the race—one can only assume that it was very important to somebody that Mike should not have finished second. The protest was unfounded, as he moved the car contrary to the direction of the race only on the pavement—not on the circuit, so that it did not matter. Anyway, the protest was not upheld. One of the most sporting gestures—which, when it is considered that the two drivers are battling for the World Championship, indicates the wonderful spirit in motor racing—was Moss' halt on his slowing-down lap to encourage Hawthorn. Apart from spurring him on to get the Ferrari back into the race, he also kept the would-be helpers away. If they had touched the car, Mike would not even have finished second; he would have been disqualified.

THERE WAS an unfortunate mix-up in pit signals, which may well have cost Moss a Championship point. Normal practice for the Vanwall pit is to hold out a signal with the driver's name, followed by his lap time, when someone breaks the lap record. When Moss did his fastest lap, for example, the signal was "MOS 2 32.5". However, when Mike Hawthorn lowered the lap record to 2min 32.37sec, the signal went out "HAW REC". Unaccustomed to this form of signal, Moss read it as "HAW REG", and took it to mean that Mike had settled down to a REGular 70sec behind him; he therefore carried on at his previous speed. Had the Vanwall pit hung out the signal "HAW 2 32.4", in accordance with normal practice, Moss would have had a go at beating Mike's record.

DESPITE RUMOURS to the contrary, it seems that the Moroccan Grand Prix (Casablanca, 19 October) is definitely on. This was confirmed by Mr. Schroeder of the F.I.A. last Tuesday, during a telephone call with Dean Delamont, of the R.A.C. Competitions Department.

J. M. FANGIO, whose retirement from motor racing was recently announced once more, is to drive one of Temple Buell's Ferraris in the 250-mile Nassau Trophy race, one of the events making up the fifth annual Bahamas Speed Week which lasts from 30 November to 8

OPORTO AFTERTHOUGHTS

TOUR DE FRANCE

SHELSLEY WALSH

December. This, coupled with the announcement that the World Champion plans to drive in several South American events next season, as well, possibly, as in New Zealand this winter, seems to suggest that it is not only operatic prima donnas, but Grand Prixmadonnas too, that are addicted to a seemingly endless succession of farewell appearances.

THE Championship rules say that only a certain number of events shall be considered when adding up each driver's marks . . . seven events in 12; six in ten or eleven . . . If Casablanca is held, this means six events this year. Moss has scored in five, giving a total of 32 points. Hawthorn has scored in seven, his best six making 36. So Mike leads by only four points now.

THREE B.R.M.s have been entered for the Italian Grand Prix at Monza, next round in the Drivers' Championship, on 7 September. Drivers will be Jean Behra, Harry Schell, and Joakim Bonnier.

SHELSLEY'S second National meeting of the season (Saturday, 30 August; 1 p.m.) has attracted a first-class entry of cars—and motor cycles, which are a feature of this meeting, and give each category the opportunity of seeing the other at work. The meeting is the sixth round in the R.A.C. British Hill-Climb Championship, in which Boshier-Jones, with 42 points, holds a substantial lead over D. R. Good's 29, and Chris Summer's 27. The entry list reads like a Who's Who in Hill-Climbs, and the late Ken Wharton's all-time record of 35.8sec, set up in the E.R.A. in August, 1954, may well be beaten. It is interesting, incidentally, that the best motor cycle time is George Brown's 37.13sec on a Vincent.

RON FLOCKHART is now out of hospital, and back at his home in Scotland, where he is making a good recovery.

BRITISH ENTRIES in the forthcoming Tour de France (14 to 21 September) include two Equipe Endeavour 3.4-litre Jaguars driven by Tommy Sopwith and

COMING SHORTLY

- AUGUST 27-31.—Liège-Rome-Liège Rally.
- 30.—Midland A.C., Shelsley Walsh hill climb, 1 p.m.
- 30.—Sussex C. and M.C.C., Inter-club driving test meeting, Goodwood, 12 noon.
- 30.—B.R.S.C.C., race meeting, Brands Hatch, 11 a.m.
- SEPTEMBER 6.—Brighton and Hove M.C., Brighton Speed Trials, Madeira Drive, Brighton, 9.30 a.m.
- 6.—S.U.N.B.A.C., Silverstone race meeting, 12 noon.
- 7.—Mid-Cheshire M.C., driving test meeting, Royal Naval Air Station, Stretton, 2 p.m.
- 7.—North London E.C.C., Treasure Hunt, Odeon Motors, Barnet.
- 7.—Malden and D.C.C., September Morn driving test meeting, City Square, U.S.A.F. Base, Denham, 10.30 a.m.
- 7.—Bentley D.C., Firle Hill Climb, 2 p.m.
- 7.—Italian Grand Prix, Monza.
- 13.—Tourist Trophy race, Goodwood.
- 14.—Bugatti O.C., Prescott Hill Climb.
- 29.—Mid-Cheshire M.C., race meeting, Oulton Park.

John Goldthorpe, and Sir Gawaine Baillie and Peter Jopp; a third 3.4 will be driven by the Whiteheads, Peter and Graham. Stuart Lewis-Evans is to drive a Porsche Carrera with José Béca—having driven a works Aston Martin in the Tourist Trophy at Goodwood the previous day. Among the Continental entries, Maurice Trintignant will again drive a 250GT Ferrari with François Picard; Estager, too, has entered a 250GT and Olivier Gendebien, Harry Schell and Bourillot will also drive these cars, the total strength of these likely winners being around 18. Unfortunately, the 250GT Ferrari in which I was to have accompanied Stirling Moss will not now be available.

The Tour Auto is divided into four stages: Starting from Nice at 10.30 a.m. on Sunday, 14 September, the first car reaches Le Touquet at 8.27 p.m. on the Monday; on Tuesday, 16 September, at 9 a.m., the cavalcade sets off again, arriving at Le Mans on Wednesday at 2.30 p.m. The third stage starts from Le Mans at 9.30 a.m. on the Thursday, and reaches Clermont-Ferrand at 11.29 a.m. the following day; finally, the fourth stage begins at Clermont-Ferrand at 7 a.m. on the Saturday, and finishes at Pau on Sun-

day at 11.13 a.m. Total distance is around 3,600 miles, and the route includes four speed hill-climbs (La Turbie, Mont Revard, Mont Ventoux and the Col du Fourmalet), and six circuit races. The circuits involved are as follows, and the periods occupied by the speed events are given in brackets: Rheims; Monday, 15 September (11.10 a.m. to 5.20 p.m.). Rouen; Tuesday, 16 September (12.25 p.m. to 6.45 p.m.). Le Mans; Wednesday, 17 September (5.30 p.m. to 9 p.m.). Montlhéry; Thursday, 18 September (1.40 p.m. to 5.30 p.m.). Auvergne; Friday, 19 September (12.30 p.m. to 5.20 p.m.). Pau; Sunday, 21 September (1.30 p.m. to 6.25 p.m.). During the four stages there will be not less than 98 controls—68 time controls and 30 passage controls (17 time and 7 passage controls in the first stage; 16 and 7 in the second; 14 and 8 in the third; and 21 and 8 in the fourth).

Following several alterations to the route, the total distance has been reduced from 5,936 km to 5,934; separate alterations, stage by stage, are as follows: 1; 1,595km instead of 1,597. 2; 1,457km instead of 1,460. 3; 1,297km instead of 1,292. 4; 1,585km instead of 1,587.

RACE AND RALLY REGULATIONS RECEIVED

Mid-Cheshire M.C.: Oulton Park International Meeting, Saturday, 20 September. Meeting will include four events: 1, By invitation, for cars conforming with the current formula 3. 2, Historic Racing Cars and Vintage Cars. 3, Sports Cars. 4, Closed Cars. Length of races are as follows: 1, 19 laps (50 miles). 3, 45 laps (124 miles); this event will be run in three classes—up to 1,500 c.c., 1,501 to 2,000 c.c. and over 2,000 c.c. 4, 15 laps (41 miles); this event will be run in two classes—up to 1,500 c.c. and over 1,500 c.c.

Entries close on 1 September, and there will be no entry fee. Practice on Friday, 19 September. Regulations from J. H. S. Williams, 154, Park Road, Timperley, Cheshire.

Exeter M.C.:—Exeter Rally, 21 September, a restricted rally starting from Countess Weir Hotel, Exeter, at 10.30 a.m. The route will be approximately 130 miles and cars will be divided into five classes. Entries to F. D. Souter, 18, Fore Street, Heavitree, Exeter, by 13 September. Entry fee—members 15s, invited clubs £1, team fee 7s 6d. Entries limited to 60.

M.C.C.:—Derbyshire Trial, 3-4 October, starting from London, Bristol, Kings Lynn and Manchester at 11 p.m. The route will be approximately 250 miles and there will be three classes for cars. Entries to W. T. F. Kelland, 29, Great Bushey Drive, London, N.20, by 15 September. Entry fee £2 10s.

Oswestry and District M.C.:—Border Counties 200 rally, 4-5 October, over 200-mile route in the Welsh borderland, starting from Babbinswood, near Oswestry, at midnight. Cars will be divided into four classes. Entries (fee £1 10s), to W. D. A. Wren, Kildoon, 82, Welsh Walls, Oswestry, by 27 September.

Cambridge 50 C.C.:—Speed trial, 14 September at Witchford Airfield, near Ely, Cambridge. Classes for all types of cars. Regulations from H. A. F. Jackson, 35, Metcalfe Road, Cambridge.

Birmingham Y.C.M.C.:—September rally, 21 September, starting from Tractor Depot, Portway, at 10.30 a.m. Regulations available from P. Barwell, 12, Fox Hill, Birmingham, 29.

CLUB NEWS

M.C.C.:—The National car rally, scheduled for 6-8 November, will not now be held owing to unforeseen difficulties which have arisen in connection with the organization of the event.

East Anglian M.C.:—The results of the autocross held on 17 August were as follows:—

Best Performance: Lotus (R. Goodey); **Best East Anglian M.C. member**: Fiat (A. C. Westwood); **Ladies' Award**: Ford Spl. (Miss D. Freeman); **Winner of class for saloons up to 1,000 c.c.**: Morris Minor 1000 (W. Slocombe); **Saloons, over 1,000 c.c.**: Riley 1.5 (D. J. Morley); **Standard sports cars up to 2,000 c.c.**: Lotus (R. Goodey); **Sports over 2,000 c.c.**: Healey Silverstone (A. C. Westwood); **Specials**: Ford Special (E. Malkin).

Leicestershire C.C.:—The results of the autocross meeting held on 27 July were as follows:—

Best Time of Day: Chandler (N. H. Tyler), 70.0sec. **First Class Awards**: Triumph TR5 (W. B. Hercock), 75.0; Renault (A. E. Thompson), 75.7; **Special Awards**: Ford Special (E. Malkin), 75.7; Ford Special (E. Hunt), 74.0.

Pembrokeshire M.C.:—The Lydstep hill-climb will now be held on 4 October with classes for racing, sports and saloon cars. Regulations will be available within a few weeks from A. E. Bennett, 106, Haven Road, Haverfordwest, Pembrokeshire.

Jaguar D.C.:—A spring meeting was held at Wellesbourne on 16 August and the results were as follows:—

Fastest Time of Day: "C" type (G. Lee), 22.6sec. **Fastest Time of Day by Midship Member**: XK140, 22.6sec. (G. Lee); **Fastest Time of Day by Visiting Member**: "C" type (G. Lee), 22.6sec. **Winner Class 3**: Mark VIII (R. L. Romaine), 28.11. **Class 4 and 5**: 3.4 litre (E. G. Brown), 25.74. **Class 6**: XK120 (E. G. Brown), 25.40. **Class 7**: XK120 (W. A. Powell), 26.20. **Class 9**: XK150 (Miss R. Massey), 26.6sec.

Sussex C. and M.C.C.:—The driving tests arranged for 30 August have had to be postponed. These will be held now on 4 October at Goodwood circuit and regulations will be available shortly.

Jersey M.C. and L.C.C.:—The results of the sand racing meeting held at St. Ouen's Bay on 21 August were as follows:—

Scratch race under 2,000 c.c. (16 laps): 1. Jaguar Spl. (J. Casey); 2. V. M. (B. J. Moody). **Over 2,000 c.c. (10 laps)**: 1. Cadillac-Allard (A. Owen); 2. Talbot Nash (P. Gatehouse); 3. Riley Spl. (S. G. Robins). **10 laps unlimited**: 1. Austin (J. P. Langlois); 2. Jaguar (S. G. Robins); 3. Jaguar-Allard (J. Casey); 4. V. M. (B. J. Moody). **Scratch race, under 2,000 c.c. (19 laps)**: 1. Cooper (R. Martin); 2. V. M. (B. J. Moody). **Over 2,000 c.c.**: 1. Cadillac-Allard (A. Owen); 2. Jaguar (S. G. Robins); 10 laps handicap, **unlimited**: 1. Austin (J. P. Langlois); 2. V. M. (B. J. Moody); 3. Cooper (R. Martin).

Windsor C.C.:—Results of the Concours d'Elegance, held on Sunday, 10 August, are as follows:

1. Hillman Minx (N. B. Stone), 280 marks; 2. Riley (E. Heaney), 271 marks; 3. M.G. (G. Connally), 264 marks; 4. M.G. (J. E. Taylor), 256 marks; 5. Standard (P. Baldwin), 245 marks; 6. Volkswagen (D. Elliot), 216½ marks.



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The Type 503 3.2-litre de luxe Baur Cabriolet and drop-head Cabriolet.



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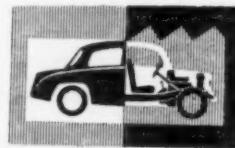
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A mobile service school of F. Perkins, Ltd., manufacturers of diesel engines, recently completed a nine months' tour of Argentina and Uruguay. Instruction was given to nearly 800 people, and the 7,500 miles route ranged from the Atlantic coast to the Andes. The school was mounted in a British Dodge (above) fitted with a Perkins P4 engine

Trade and



Industry

Mr. R. A. Stoodley has been appointed general manager by Maidenhead Autos, Ltd., of Maidenhead, Berkshire. He was formerly service manager of A.C. Cars (Thames Ditton), Ltd.

For the 12 months ended 28 March, 1958, the trading profit of Lodge Plugs, Ltd., was £109,052 (£129,101 previously). Net profit before taxation was £50,048 (£41,389 previously).

Reference was made in *The Autocar* of 15 August (p. 223) to the Mirror-Ariel made by Delta-Swift (Motor Accessories), Ltd. The address given has proved to be inadequate: the full address is 135, Ecclesall Road, Sheffield, 11.

Mr. J. McMillan has become the first person to complete 45 years' service with the Goodyear Tyre and Rubber Co. (Great Britain), Ltd. Before his retirement a few days ago he was presented with the first 45 years' service pin by Mr. A. S. Bishop, the Goodyear chairman, at a celebration dinner in London.

At a recent extraordinary general meeting of Jowett Cars, Ltd., a resolution was passed changing the name of the company to Jowett Engineering, Ltd., to facilitate future activities. The change does not affect the present arrangements for supplying spare parts for Jowett vehicles and for reconditioning customers' cars. The company ceased car manufacture after their body suppliers (Briggs) had been acquired by Ford of Dagenham in 1954.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17460 Handbooks Required

"W.A."—1937 15 h.p. Daimler.

"W.T."—1937 21 h.p. Wolseley.

"P.E.W."—1933 Standard Little Nine (spares book also required).

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AUSTIN A35 Saloon
AUSTIN A35 Countryman
AUSTIN A55 Saloon
AUSTIN A95 Countryman
AUSTIN A105 Saloon
AUSTIN A105 Vanden Plas
METROPOLITAN Convertible
JAGUAR Mk. VIII automatic
WOLSELEY 1500 Saloon
WOLSELEY 15/50 Saloon
WOLSELEY 6/90 Saloon
STANDARD 8 Saloon
STANDARD Pennant
STANDARD Ensign

Also from our selection of
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1958 AUSTIN A35	£565
1950 AUSTIN A135	£480
1956 MORRIS Isis Traveller	£645
1955 JAGUAR Mk. VII automatic	£995
1951 DAIMLER Consort	£465
1957 FORD Consul Mk. II	£695

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NEW CAR PRICES

U.K. List Price · With Tax

A.C.	£	s	d	£	s	d
Ace	1,188	0	0	1,783	7	0
Ace-Bristol	1,443	0	0	2,165	17	0
Accea	1,446	0	0	2,170	7	0
Accea-Bristol	1,700	0	0	2,551	7	0
ALFA ROMEO						
Giulietta	1,678	0	0	1,918	0	0
Giulietta TI	1,395	0	0	2,093	17	0
Giulietta Veloc	1,798	0	0	2,698	7	0
1900 Super	1,665	0	0	2,498	17	0
Super Sprint	2,250	0	0	3,376	7	0
ALLARD						
Palm Beach (Ford)	1,050	0	0	1,576	7	0
Palm Beach (Jaguar)	1,300	0	0	1,951	7	0
Gran Turismo	1,700	0	0	2,551	7	0
ALVIS						
Sports saloon 3-litre	1,995	0	0	2,993	17	0
Convertible	2,195	0	0	3,293	17	0
AMBASSADOR						
Super 4-door	1,630	0	0	2,446	7	0
Estate car	1,725	0	0	2,588	17	0
Custom 4-door	1,700	0	0	2,551	7	0
Country estate car	1,795	0	0	2,693	17	0
ARMSTRONG SIDDELEY						
Sapphire 346	1,100	0	0	1,651	7	0
(automatic)	1,195	0	0	1,793	17	0
Limousine	1,910	0	0	2,866	7	0
(automatic)	2,099	0	0	3,149	17	0
ASTON MARTIN						
DB Mk. III	2,050	0	0	3,076	7	0
Drophead Coupé	2,300	0	0	3,451	7	0
ASTRA						
Utility	308	0	0	471	16	0
AUSTIN						
A.35 2-door	379	0	0	569	17	0
2-door de luxe	387	15	0	582	19	6
A.35 4-door	396	10	0	596	2	0
4-door de luxe	400	0	0	601	7	0
Countryman	444	0	0	667	7	0
A.55 Cambridge	538	0	0	808	7	0
A.55 de luxe	570	0	0	856	7	0
A.95 Westminster	689	0	0	1,034	17	0
A.95 de luxe	719	0	0	1,079	17	0
Countryman	834	0	0	1,252	7	0
A.105	823	0	0	1,235	17	0
(automatic)	885	10	0	1,329	12	0
Vanden Plas	982	10	0	1,475	2	0
(automatic)	1,045	0	0	1,568	17	0
Gipsy	650	0	0	650	0	0
(diesel)	755	0	0	755	0	0
AUSTIN-HEALEY						
Sprite	445	0	0	686	17	0
100-Six	817	0	0	1,226	17	0
BENTLEY						
Series S	3,695	0	0	5,543	17	0
L.W.B.	4,595	0	0	6,890	17	0
Freestone and Webb	5,187	0	0	7,781	17	0
Hooper	4,990	0	0	7,486	7	0
H. J. Mulliner	5,455	0	0	8,183	17	0
James Young	4,915	0	0	7,373	17	0
Continental						
H. J. Mulliner	5,275	0	0	7,913	17	0
Four door	5,355	0	0	8,033	17	0
Park Ward	4,995	0	0	7,493	17	0
BERKELEY						
Two-seater 328 c.c.	332	7	6	490	18	3
492 c.c. de luxe	432	9	0	650	0	0
B.M.W.						
501 2.6	1,638	0	0	2,458	7	0
502 2.6	1,792	0	0	2,687	7	0
502 3.2	1,970	0	0	2,956	7	0
502S 3.2	2,165	0	0	3,248	17	0
503	3,500	0	0	5,251	7	0
BORGWARD						
Isabella	830	0	0	1,246	7	0
Combi estate car	880	0	0	1,321	7	0
Touring sport	950	0	0	1,426	7	0
TS coupé	1,330	0	0	1,996	7	0
BRISTOL						
406	2,995	0	0	4,493	17	0
BUICK						
63 Century	2,175	0	0	3,263	17	0
CADILLAC						
6309 Fleetwood	3,425	0	0	5,138	17	0
6239D sedan de ville	3,125	0	0	4,688	17	0
CHEVROLET						
Bel Air	1,410	0	0	2,116	7	0
Sport	1,440	0	0	2,161	7	0
Convertible	1,555	0	0	2,333	17	0
Nomad estate car	1,500	0	0	2,251	7	0
Corvette	1,906	0	0	2,860	7	0
CHRYSLER						
300C	2,740	0	0	4,111	7	0
Convertible	2,960	0	0	4,441	7	0
Imperial	2,885	0	0	4,328	17	0
Crown	3,045	0	0	4,568	17	0
CITROËN						
2.c.v.	398	0	0	598	7	0
ID19	998	0	0	1,498	7	0
DS19	1,150	0	0	1,726	7	0
DAIMLER						
One-O-Four	1,595	15	4	2,395	0	0
Majestic	1,662	8	8	2,495	0	0
DK400A	2,795	15	4	4,195	0	0
DK400B	2,875	15	4	4,315	0	0
Hooper limousine	4,385	0	0	6,578	17	0

(Continued overleaf)

U.K. List Price · With Tax

D.B.	£	s	d	£	s	d
Rally HBR5	1,299	2	0	1,950	0	0
DELLLOW						
Mark VI	575	0	0	862	17	0
Mark VI sports	625	0	0	938	7	0
D.K.W.						
Fixed-head coupé	765	0	0	1,148	17	0
Four-door saloon	793	0	0	1,198	7	0
Universal estate car	830	0	0	1,246	7	0
1000 fixed-head coupé	850	0	0	1,276	7	0
DODGE						
Custom Royal	2,040	0	0	3,061	7	0
EDSEL						
Pacer	1,635	0	0	2,453	17	0
Corsair	1,991	0	0	2,987	17	0
Citation hardtop	2,100	10	0	3,152	2	0
FACE VEGA						
FVS hardtop (automatic)	3,150	0	0	4,726	7	0
FAIRTHORPE						
Custom Royal	2,980	0	0	4,471	7	0
FIAT						
500 de luxe	370	0	0	556	7	0
600	432	0	0	649	7	0
Convertible	452	0	0	679	7	0
Multiplo 4/5	532	0	0	799	7	0
Multiplo 6	540	0	0	811	7	0
1100	578	10	0	869	2	0
1200 Full Light	798	10	0	1,199	2	0
1400B	774	0	0	1,162	7	0
1900B Full Light	1,385	0	0	2,078	17	0
FORD						
Popular	295	0	0	443	17	0
Anglia	380	0	0	571	7	0
Anglia de luxe	400	0	0	601	7	0
Prefect	415	0	0	623	17	0
Prefect de luxe	438	0	0	658	0	0
Escort	434	0	0	652	7	0
Squire	463	0	0	695	17	0
Consul	545	0	0	818	17	0
Consul de luxe	580	0	0	871	7	0
Convertible	660	0	0	991	7	0
Estate car	760	0	0	1,141	7	0
Zephyr	610	0	0	916	7	0
(automatic)	725	0	0	1,088	17	0
Convertible	778	0	0	1,168	7	0
Estate car	825	0	0	1,238	17	0
Zodiac	675	0	0	1,013	17	0
(automatic)	790	0	0	1,186	7	0
Convertible	873	0	0	1,310	17	0
Estate car	895	0	0	1,343	17	0
FORD (American)						
Thunderbird hardtop	2,133	10	0	3,201	12	0
FORD (Canadian)						
Custom 300	1,307	0	0	1,961	17	0
Fairlane 500 Town	1,377	0	0	2,066	17	0
500 Town Victoria	1,409	0	0	2,144	17	0
Ranch Wagon	1,362	0	0	2,044	7	0
12M	702	0	0	1,054	7	0
15M	763	0	0	1,145	17	0
FRAZER NASH						
Sebring	2,500	0	0	3,761	7	0
GOGGOMOBIL						
T.300 Brompton	329	0	0	494	17	0
T.400 Brompton	342	6	0	514	16	0
T.500 Mayfair	416	0	0	625	7	0
Convertible	458	0	0	688	17	0
TS.400 Mayfair	428	13	4	644	7	0
Convertible	471	0	0	707	17	0
HILLMAN						
Minx Special	498	0	0	748	7	0
Minx de luxe	529	0	0	794	17	0
Convertible	598	0	0	898	7	0
Estate car	625	0	0	938	17	0
Husky	465	0	0	698	17	0
HUMBER						
Hawk	840	0	0	1,261	7	0
(automatic)	955	0	0	1,433	17	0
Estate car	975	0	0	1,463	17	0
Touring limousine	920	0	0	1,381	7	0
ISETTA (Gt. Britain)						
300	232	8	5	349	19	6
600	319	0	0	479	17	0
JAGUAR						
2.4	996	0	0	1,495	7	0
Special equip. model	1,019	0	0	1,529	17	0
3.4	1,114	0	0	1,672	7	0
XK150 hardtop (automatic)	1,175	0	0	1,763	17	0
Convertible	1,303	0	0	1,955	17	0
Special equip. model	1,292	0	0	1,939	7	0
Convertible	1,195	0	0	1,793	17	0
Roadster				Export only		
Mark VIII	1,219	0	0	1,892	17	0
(automatic)	1,331	0	0	1,997	7	0
JENSEN						
541	1,435	0	0	2,153	17	0
541 de luxe	1,750	0	0	2,626	7	0
541 R	1,910	0	0	2,866	7	0
Interceptor	1,800	0	0	2,701	7	0
LANCIA						
Appia Series II	1,125	0	0	1,668	17	0
Aurelia Gran Turismo	2,230	0	0	3,346	7	0
Flaminia	2,500	0	0	3,715	7	0

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1958 XK150 drophead coupe, 6,000 miles only, fitted overdrive, H.M.V. radio, etc., mist grey	£1,765
1957 Model JAGUAR 2.4-litre saloon, 15,000 miles only, exceptional condition	£1,095
1956 XK140 drophead coupe, 11,000 miles only, fitted radio, immaculate, suede green	£1,025
1956 Model XK140 fixed head coupe, 18,000 miles only, one owner, fitted wire wheels, C type head, H.M.V. radio, etc., immaculate condition, grey	£1,025
1951 XK120 Sports 2-seater, fully modified, immaculate condition, light blue	£585

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Capri	2,600	0	0	3,901	7	0
Première	2,869	10	0	4,305	12	0
Continental hardtop	3,142	10	0	4,715	2	0

LLOYD	£	s	d	£	s	d
LP600	390	0	0	586	7	0
LC600 Cabrio	427	0	0	641	17	0
LS600 Combi	405	0	0	608	17	0

LOTUS	£	s	d	£	s	d
Seven	690	0	0	1,036	7	0
Elite	1,300	0	0	1,951	7	0
Sports	1,021	0	0	1,511	2	0
Club	1,309	0	0	1,937	7	0
Le Mans 75	1,625	0	0	2,405	4	0

MEADOWS	£	s	d	£	s	d
Frisky	299	0	0	449	17	0
Friskysport	322	0	0	484	7	0
180	1,195	0	0	1,793	17	0
180D (diesel)	1,295	0	0	1,889	17	0
190	1,250	0	0	1,876	7	0
190SL	1,930	0	0	2,896	7	0
219	1,430	0	0	2,146	7	0
220S	1,595	0	0	2,393	17	0
300 (automatic)	2,600	0	0	4,001	7	0
300SL Roadster	3,750	0	0	5,626	7	0

MERCURY (American)	£	s	d	£	s	d
Medalist	1,503	0	0	2,255	17	0
Monterey	1,561	10	0	2,343	10	0
Montclair	1,888	0	0	2,833	7	0
Parklane	2,224	10	0	3,368	2	0
Commuter estate car	1,778	0	0	2,663	7	0

MERCURY (Canadian)	£	s	d	£	s	d
Monterey	1,481	0	0	2,222	17	0
Phaeton	1,640	0	0	2,461	7	0
Montclair	1,716	0	0	2,575	7	0
Phaeton	1,765	0	0	2,648	17	0

METROPOLITAN	£	s	d	£	s	d
Hardtop	498	10	0	749	2	0
Convertible	516	0	0	775	7	0

M.G.	£	s	d	£	s	d
MGA	663	0	0	995	17	0
Hardtop	724	0	0	1,087	7	0
Twin Cam MGA	843	0	0	1,265	17	0
Magnette	714	0	0	1,072	7	0

MORGAN	£	s	d	£	s	d
4/4 Series II	498	0	0	748	7	0
Competition	550	0	0	826	7	0
Plus 4 (TR) 2-seater	645	0	0	968	17	0
Convertible	693	0	0	1,040	17	0
Plus 4 (Vanguard)	594	0	0	892	7	0
Convertible	641	0	0	962	17	0

MORRIS	£	s	d	£	s	d
Minor 1000 2-door	416	0	0	625	7	0
2-door deluxe	433	10	0	651	12	0
4-door	441	0	0	662	17	0
4-door de luxe	462	0	0	694	7	0
Tourer	416	0	0	625	7	0
Tourer de luxe	433	0	0	651	12	0
Traveller	471	10	0	708	12	0
Traveller de luxe	488	10	0	734	2	0
Cowley	555	10	0	834	12	0
Oxford III	589	0	0	884	17	0
Travello	665	0	0	999	17	0

OLDSMOBILE	£	s	d	£	s	d
88	1,820	0	0	2,731	7	0
Supr. 8	1,965	0	0	2,948	17	0
98	2,260	0	0	3,391	7	0

PACKARD	£	s	d	£	s	d
4-door Sedan	1,680	0	0	2,521	7	0
Station Wagon	1,745	0	0	2,623	17	0
Hawk hardtop	2,004	0	0	3,007	7	0

PANHARD	£	s	d	£	s	d
Dyna Grand Standing	702	8	8	1,055	0	0
Convertible	1,032	0	0	1,550	0	0
G.T. 2-litre	99	0	0	1,498	7	0

PEUGEOT	£	s	d	£	s	d
203	633	9	1	952	8	2
403	796	2	11	1,195	11	5
Estate car	865	0	0	1,298	17	0

PLYMOUTH	£	s	d	£	s	d
Savoy Vee-8	1,719	0	0	2,578	7	0
Belvedere convertible	1,790	0	0	2,686	7	0
Savoy Suburban	1,915	0	0	2,773	17	0
Fury	1,890	0	0	2,791	7	0

PONTIAC	£	s	d	£	s	d
Chieftain Catalina	1,980	0	0	2,971	7	0
Bonneville Custom	2,300	0	0	3,461	7	0
Super Chief Catalina	2,040	0	0	3,061	7	0
Star Chief Catalina	2,150	0	0	3,226	7	0

PORSCHE	£	s	d	£	s	d
346A/1600 fixed head	1,330	0	0	1,996	7	0
Convertible D	1,330	0	0	1,996	7	0
Hardtop (detachable)	1,450	0	0	2,176	7	0
Cabriolet (detachable)	1,490	0	0	2,236	7	0
356A/1500 fixed head	2,100	0	0	3,151	7	0
Carrera hardtop	2,220	0	0	3,331	7	0
Carrera Cabriolet	2,260	0	0	3,391	7	0

PRINCESS	£	s	d	£	s	d
IV	2,250	0	0	3,376	7	0
IV limousine	2,360	0	0	3,541	7	0
L.W.B. models	2,150	0	0	3,226	7	0

RAMBLER	£	s	d	£	s	d
De luxe	1,250	0	0	1,876	7	0
Super	1,285	0	0	1,928	17	0
Estate car	1,375	0	0	2,063	17	0
Custom	1,350	0	0	2,026	7	0
Estate car	1,440	0	0	2,161	7	0

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1957 HILLMAN Husky Double Duty, grey/green, 13,000	£535	1956 SUNBEAM Mk. III saloon, green, htr., radio, overdrive, 19,000	£965
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1956 HILLMAN Minx Series I Convertible, blue, htr., 14,000	£695	1957 SUNBEAM Rapier saloon, duo blue, htr., 8,000	£895
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1954 HUMBER Hawk Mk. V saloon, grey, 24,000	£495	1954 VAUXHALL Velox saloon, grey, htr., 18,000	£485
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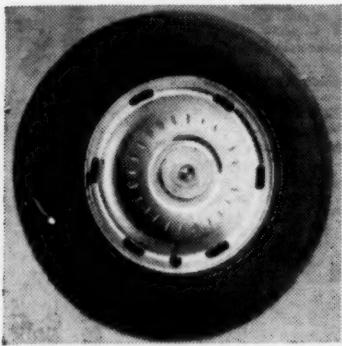
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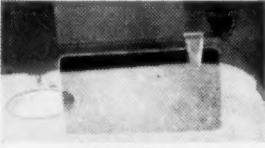
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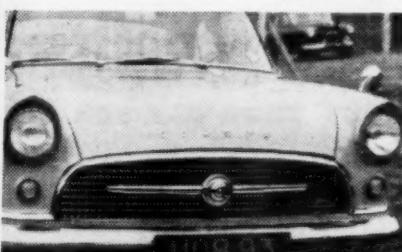


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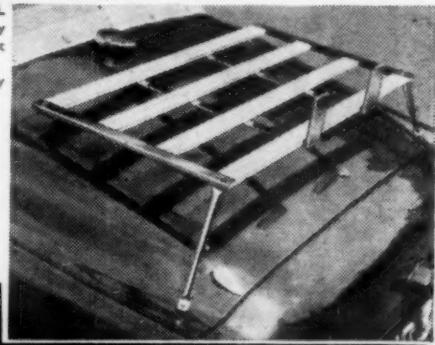
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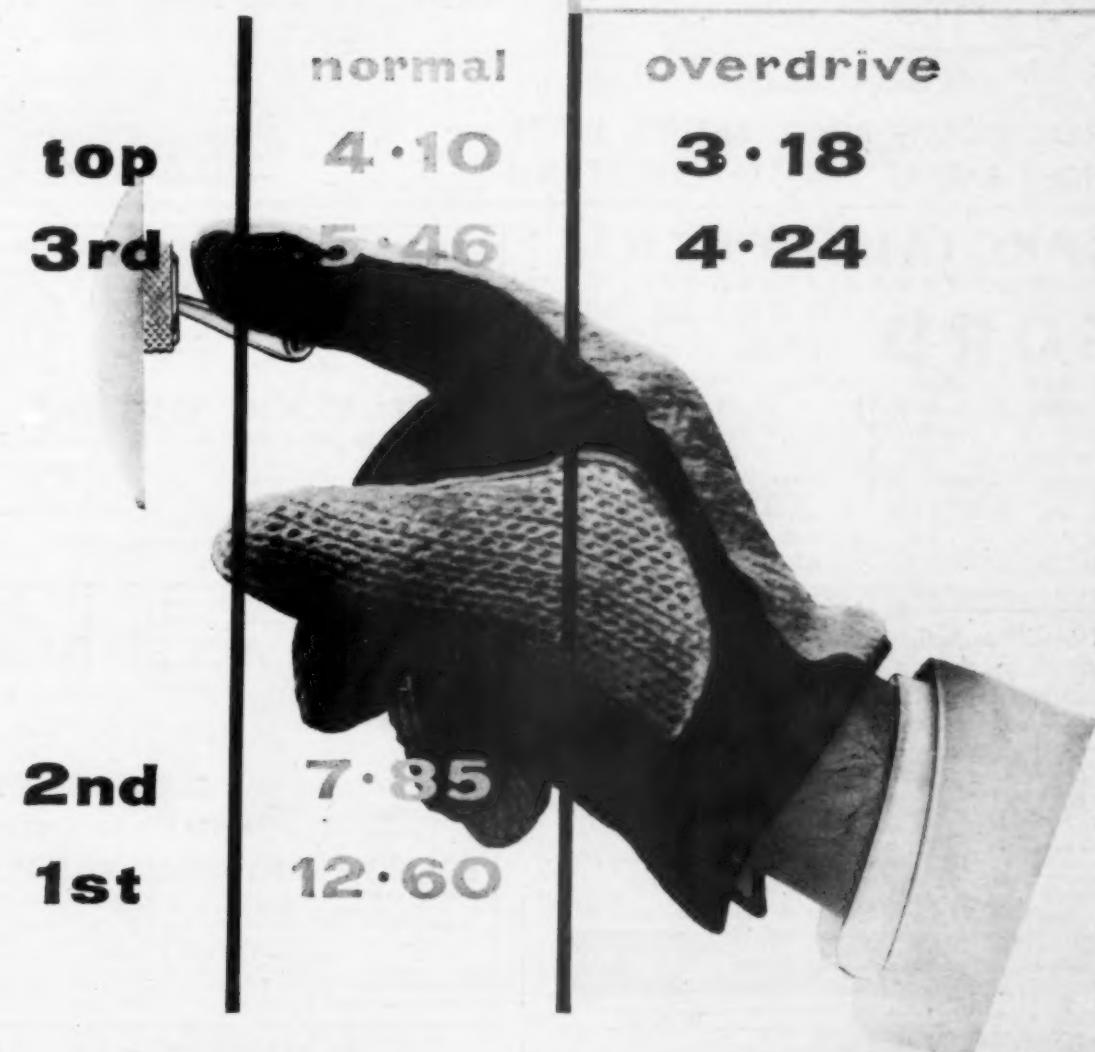
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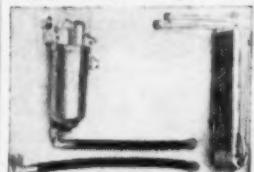
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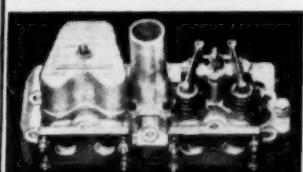
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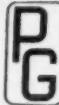
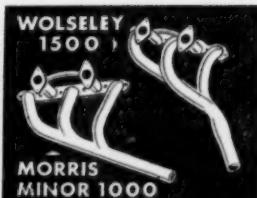
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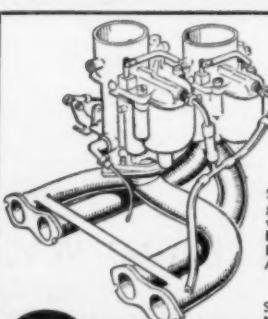
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ROVER 75 P3 saloon, 1948, radio and heater £395

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 Rover 90 saloon, 1956, property of very wealthy local family, other cars in daily use, a very genuine, moderate mileage Rover, completely original, black, tan hide interior £295

ROVER 16 saloon de luxe, 1947, very nice car £345
ROVER 16 saloon, 1938, late type with heater £165
ROVER 14 sports saloon, 1938, condition truly belies the year, we have never seen a better example, beautiful bodywork and first class mechanically £245
ROVER 105S overdrive saloon 1957, about 6,000 miles, one owner, many extras, exactly as new £1,35

RILEY For magnificent motoring the Riley has no equal.

RILEY Pathfinder saloon, 1955, maroon, beige hide, undersel, Ocelot covers, very small mileage car £695
RILEY Pathfinder saloons, 1954, choice of three, one in grey, one blue, one Racing green, from £645
RILEY 23-litre saloon, 1952, model, maroon with black top, reconditioned engine, about 8,000 miles £525
RILEY 23-litre drophead fourseater coupe, 1951, very rare example, fitted excellent hood/tyres, radio, heater, washers, beautiful coachwork £525
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RILEY 14-litre saloon, 1948, green/beige, radio £395
RILEY 14-litre saloon, 1947, radio and heater £365

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SUNBEAM-TALBOT 90 Mark II A saloons, 1953-4, choice of three all in colour, all extras, from £575
SUNBEAM-TALBOT convertible, Mark II series, 1952, pastel blue, radio and heater, beautiful car £525
SUNBEAM-TALBOT 90 saloon, 1952, grey with red hide, 30,000 miles only, looks considerably less £495
SUNBEAM-TALBOT 90 saloon (14 h.p.) 1949 £395
SUNBEAM Alpine, 1954, immaculate in silver-grey, new hood and tonneau cover, wonderful condition £645

VAUXHALL Selection from our stock of twenty models.

VAUXHALL Victor super saloon, 1957, Harvest yellow, nylon interior, 8,000 miles, heater £665
VAUXHALL Cresta saloon, 1956, blue and beige, tailored seat covers, undersel £665
VAUXHALL Cresta saloon, 1955, with overdrive, radio, heater, many other extras, immaculate £625
VAUXHALL Velox saloon, 1955, black, red radio, heater, sun visor, very low mileage car £745
VAUXHALL Velox saloon, 1955, two tone second set of tyres just fitted, faultless order £545
VAUXHALL Velox saloon, 1952, priced from £425
VAUXHALL Velox saloon, 1951, new engine 57 £285
VAUXHALL Wyvern saloon, 1951, recellularised £395
VAUXHALL Wyvern saloon, 1952, grey/red, radio £425
VAUXHALL Wyvern saloon, 1954, a careful owner £485

STANDARD Complete range of Standard models to suit all tastes and pockets.

STANDARD Vanguard Phase III saloon, 1956, black and ivory, unused extras, one local owner £665
STANDARD Vanguard Phase II saloon, 1954, two tone grey, extensively overhauled, bills, etc. £485
STANDARD Vanguard saloon, 1952, blue/red £425
STANDARD Vanguard saloon, 1950, "mint" cond. £365
STANDARD 12 de luxe saloon, 1948, heater etc. £275

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JAGUAR Mark VII saloon with Borg Warner automatic transmission, bench type seat, black spotless £595
JAGUAR Mark VII saloon, 1955, "M" type, Sherwood green, original and immaculate, moderate mileage £795

JAGUAR Mark VII saloon, 1954 Company Directors car, black, radio and heater, beautiful order £665

JAGUAR XK 140 fixed head coupe with overdrive 1956, one owner, ivory, usual extras, as new £1,175

JAGUAR XK 120 drophead 1954, Racing green, wire wheels, undersel, Roadspeed tyres, faultless £765

JAGUAR Mark V saloon, 1951, grey, reconditioned engine Dec. 1957, 8,000 miles only, radio £435

JAGUAR convertible, 1949, 3½-litre engine, beautiful 4½-seater bodywork, enthusiast maintained £365

JAGUAR 3½-litre saloon, 1948, discs and htr. £275

JAGUAR 1½-litre saloon, 1947, special equipment, Racing green, brand new tyres and eng. o/haul. £345

FORD Colossal stock of 36 Fords, all models and all prices.

★ ★ ★ **SPECIMEN CONDITION**

Marc II Ford Zephyr convertible, 1957, less than twelve months old, power hood, usual extras, ivory-tan hide, indistinguishable from new £895

FORD Zephyr saloon, 1957, Mark II, grey/red £775

FORD Zephyr saloon, 1954, two tone grey, radio £495

FORD Zodiac saloon, 1954, black and ivory £495

FORD Consul Mark II saloon, 1956, radio, htr. £675

FORD Consul saloon, 1956, one owner since new £595

FORD Consul saloons, 1955, Mark I series, from £525

FORD Prefect saloon, 1954, Lichfield green, rad. £445

FORD Prefect saloon, 1953, new engine last year £395

FORD Prefect saloon, 1948, exceptionally clean £275

FORD Prefect saloon, 1947, reconditioned eng. £265

FORD Anglia saloon, 1956, locally owned, grey £495

FORD Anglia saloon, 1952, green, immaculate car £310

FORD Anglia saloon, 1947, only two owners £225

FORD Anglia saloon, 1940, fitted new tyres £135

FORD Pilot saloons, 1948/50, choice of 6, from £265

MORRIS Good looks, economy and sound value are all found in a Morris.

MORRIS Oxford series III saloon, 1958 less than six months old, genuine 4,000 miles as new £835

MORRIS Oxford saloon, 1954, one owner, o.h.d. £495

MORRIS Oxford saloon, 1952, in 1957 cond. £425

MORRIS Minor 1000 saloon, 1957, black/red £565

MORRIS Minor saloons, 2 and 4-door and convertibles, 1955-6, choice of eight models, priced from £495

MORRIS Minor convertible, 1952, specimen car, spotless bodywork, new vinyl hood, one owner £395

MORRIS 8 series "E" four-door saloon, 1948, green and black, lovely little car, two owners £295

MORRIS 10 series "M" saloons, 1947-8, from £265

MORRIS 10 series "M" saloon, 1951 specimen car £325

DAIMLER Selection from our stock of "hand picked" post-war Daimlers.

DAIMLER 2½-litre saloon, 1955, Conquest body with Century twin carb engine (100 B.H.P.), elderly enthusiast owner, magnificent condition £845

DAIMLER Conquest saloon, 1954, grey/red £645

DAIMLER Consort saloon, 1952, very genuine and original car, 42,000 miles, two owners since new £545

DAIMLER Consort saloons, 1950-1, priced from £485

DAIMLER Empress saloon, 1951, Hooper razor-edge body, 2½-litre twin carb engine with overdrive, special type radio, many other extras, faultless appearance, cost £4,525, fully guaranteed at £1,095

DAIMLER special sports coupe 1950, 2½-litre twin carb engine, overdrive, Barker body, radio £645

HILLMAN Thirty Hillman models available as this advert. goes to press.

HILLMAN series I convertible, 1957, 8,000 miles undersel, heater, spare unboxed, exactly as new £765

HILLMAN series I saloon, 1957, Sea-crest green £665

HILLMAN Californian, June 1956, black and ivory £645

HILLMAN Californian, Sept. 1955, black and yellow, beige hide, undersel, immaculate order £575

HILLMAN Minx convertible, 1955, beige, superb £565

HILLMAN Minx saloon, 1955, Summer blue, 1 owner £515

SPECIALIST CARS Including some American models.

ARMSTRONG SIDDELEY Lancaster saloon, 1950, one titled owner, chauffeur driven, unmarked £345

ARMSTRONG SIDDELEY Typhoon sports saloon, 1948, choice of four, all in colour, from £275

ALVIS 14 h.p. sports saloon, 1950, maroon and grey, red hide, radio, maintained by Alvis, one owner £465

BUICK R.H. drive Super 8 saloon, genuine post-war series 1947, six-seater, superb performance £295

BENTLEY 4½-litre Park Ward sports saloon, 1938, recellularised in black, superb mechanically £465

JOWETT Jupiter two-seater sports, fully overhauled with new crankshaft, bearings, etc., complete history available, bills for all work, su. e.b. £175

LANCHESTER 14 super de luxe saloon, 1953, definitely "new" throughout, dark blue £575

LOTUS Mark VI two-seater, 1956, "Q" type M.G. engine, Arnott blower, E.N.V. preselecto Racing box, in road trim with head and side lights, starter, etc., host of spares which go with the car at £495

MERCEDES-BENZ 14 h.p. type 170V four-door Cabriolet, grey, beige trim, quite a pretty car £225

M.G. T.F. Midget, 1956, immaculate ivory, completely unmarked inside and out, many extras, superb £595

M.G. Magnette saloon, late 1955, negligible mileage and literally indistinguishable from new, heater, undersel, washers, tubeless tyres £745

M.G. Magnette two-seater, not the latest model as above but a very fast pre-war 1½-litre sports £165

M.G. T.B. Midget 1940, fitted fully reconditioned post-war T.C. engine, wire wheels £265

M.G. Midget, 1940, with special Tickford drophead bodywork, host of extras, smart two tone finish £295

M.G. 1½-litre sports saloon, 1949, maroon/fawn £395

RENAULT 760 rear engine model, 1954, regn. £345

RENAULT Fregate overdrive saloon, 1955, black, grey trim, heater, wonderful performance, 1 owner £595

TRIUMPH T.R.3 sports 2½-seater, 1956, in ivory, red hide, radio and heater, sparkling condition £765

TRIUMPH Mayflower saloon, 1953, grey superb £445

TRIUMPH 2000 roadster, 1949, pastel blue £395

TRIUMPH 1800 roadsters 1947-8, priced from £365

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STUDEBAKER Champion 22 h.p. right hand drive six-seater saloon 1947, with overdrive, most outstanding appearance and in positively first class mechanical condition, excellent tyres £345

VOLKSWAGEN de luxe saloon, 1957, recorded mileage 6,082, indistinguishable from brand new, 1 owner £675

AUSTIN Forty Austin models available, all models, years and prices.

AUSTIN Sheerline super de luxe saloon, 1952, specimen car, just recellularised, radio, heater £445

AUSTIN Sheerline saloon, 1949, silver-grey £345

AUSTIN 70 Herleford saloon, 1954, genuine low mileage, brand new tyres, two private owners £265

AUSTIN 16 saloon, 1948, black, heater, etc. £245

AUSTIN A40 Somerset saloons, 1952-4, from £345

AUSTIN A40 Devon saloon, 1949-51, priced from £345

AUSTIN A30 saloon, 1955, pastel green/beige £245

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E.S.A. sports coupe Scout engine, 1936, fast £85

FORD 8 and 10 saloons, pre-war, priced from £25

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MORRIS 8 series "E" saloon, 1939, needs repair £80

MORRIS 8 earlier models, from £80

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RILEY 16/4 Nuffield Adelphi, 1938, black £50

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STANDARD Flying 10 saloon, 1937, roomy car £65

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September 1947 VAUXHALL,	"J" type	£265
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Our Selection of New and Used Quality Cars is too large to advertise here, but of special note this week is:—(Subject to being unsold)

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1958 O.H.V. HUSKY, our show car used by Sales Manager exclusively, full-flow filter, special interior, beautifully run in at 3,300 miles, nearest £665.

1954 MORRIS Oxford, genuine Traveller Estate car, birch grey and red. A really nice chauffeur-kept specimen, ready for immediate use, accept £450.

1954 AUSTIN A.40 Somerset de Luxe saloon, sliding roof, finished in grey with blue leather, not as immaculate as some but a wonderful family car at £425.

1953 MORRIS Minor 2-door saloon, black with red upholstery, heater, one owner only, the finest small car on the market, at £395. Also, shortly, a 1953 one-owner MORRIS Minor Convertible at £375, and a 1947 SUNBEAM-

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1955 AUSTIN A.50, beach/brown, de luxe, one owner, low mileage.....	£550
1950 DAIMLER Consort, black/brown, radio.....	£455
1954 (late) HILLMAN Minx, O.H.V. engine, grey/red, heater.....	£525
1953 RILEY 1½ litre, beach/brown, extras, one owner, 35,000 miles.....	£650
1954 WOLSELEY 4/44, green/green, one owner.....	£550

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1955	ASTON MARTIN 3-litre DB 2-4 Drophead coupe, one owner, radio, superb	£2,145
1954/5 Series	ASTON MARTIN 3-litre DB 2-4 Drophead coupe, every extra, extra	£1,845
1956	ASTON MARTIN 1956 open LAGONDA 3-litre "Tickford" 4-door sal., every extra	£1,945
1954	LAGONDA 3-litre "Tickford" 2-door sal., all marks and extras, 1957 condition	£1,745
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AUGUST 1958

Around the Auction Grounds

No. I. CHICHESTER

MONDAY'S AUCTION SETS THE PACE!

First Southern Counties' sale each week starts at 12 noon every Monday at Chichester in W. Sussex. It attracts buyers and sellers from all over Sussex and Hampshire, including Brighton, Portsmouth and Southampton. The fact that it is within easy reach of many South-coast resorts also enables clients to combine business with pleasure by attending the Chichester sale after a weekend by the sea!

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M.G. MAGNETTE Vartone	£1,111	2	0
STANDARD 8, beige, green	£2,019	17	0
STANDARD 8, beige, green, heater	£2,019	17	0
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1958 TRIUMPH Mayflower de luxe saloon, come blue with real blue leather, superb order, taxed year	£420
1962 CITROEN Big 6 saloon. The car has only done 30,000 miles, a very good example, a real classic, the leather on the seats is original and is unscratched. For the person looking for a Big 6 this definitely is the one	£395
1952 JAGUAR Mk. VII saloon, grey, red interior, fitted replacement engine 1957, a very clean car, heater, etc.	£495
1952 SUNBEAM-TALBOT saloon, a really exceptionally nice aerod-for car, reconditioned engine 1957, heater, taxed year	£485
1953 JAGUAR XK120 2-seater Roadster, this is one of the fastest XKs we have had for many a day, the body is very good, not been crashed or ripped, practically new tyres, radio, bonoms, winding indicators, far above average	£495
1951 JOWETT Javelin de luxe saloon, fitted reconditioned works engine, only done 4,000 miles, bodywork and interior spotless, all new tyres	£375
1950 RILEY 21-litre D.H. coupe four-door, exceptionally good condition, reconditioned engine	£495
1950 LAND ROVER, very good condition, reconditioned engine	£1,125
1949 VANGUARD Estate car, reconditioned engine, very clean, taxed	£245
1949 HUMBER Super Snipe de luxe saloon, immaculate, reconditioned engine	£275
1948 RILEY 6-litre 4-door de luxe saloon, the car is practically in new condition, fitted works reconditioned engine 1958, cannot be repeated, taxed year	£295
1947 BENTLEY Mk. VI Standard Steel saloon, genuine one lady owner from new, never driven at excessive speeds, original cellulose black, very good, taxed year, a really excellent example	£840
1947 JAGUAR 1½-litre special equipment model, really excellent example, reconditioned engine	£295

All cars guaranteed in writing. We are open seven days a week until 9 p.m. Immediate H.P.

Agents for



HILLMAN



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Established over 50 years

NEW CARS

Immediate Delivery

ROVER 60 saloon, sage green, green upholstery, bucket seats	£1,343 17
ROVER 60 saloon, duo black/doe grey, tan upholstery	£1,340 17
ROVER 75 saloon, duo smoke/doe grey, red upholstery, fitted overdrive	£1,528 7
ROVER 90 saloon, parchment and fawn, special stone upholstery, bucket seats	£1,540 7
ROVER 90 saloon, duo smoke/doe grey, red upholstery, fitted overdrive	£1,582 7
ROVER 105R, duo parchment and fawn, tan upholstery	£1,648 7
ROVER 105R, duo blue/grey, red upholstery	£1,648 7
ROVER 105R, duo smoke grey/doe grey, red upholstery	£1,648 7
ROVER 165E, de luxe, duo smoke grey/black, red upholstery	£1,748 17

Used Car Selection

1958 ROVER 105R smoke grey with red upholstery, chromium waist line, 6,000 miles	£1,550 0
1958 ROVER 165R de luxe, black with red upholstery, chromium waist line, whitewall tyres	£1,425 0
1956 ROVER 90 saloon, fitted with overdrive, blue with blue upholstery, one careful owner	£1,125 0
1955 ROVER 90 saloon, black with tan upholstery, H.M.V. radio, Ace Bimotellers	£1,050 0
1955 ROVER 90 saloon, black with red upholstery, one careful owner	£950 0
1955 ROVER 90 saloon, black with red upholstery, one careful owner	£945 0

All these cars carry the usual Baker guarantee.

T. Baker & Sons (Reading Ltd.)

36 & 37, FRIAR ST., READING

Telephone: 51221 & 2

WARD & CO. (PUTNEY) LTD.

ASSOCIATED WITH J. DAVY LTD

EXCLUSIVE BMC AGENTS

A WIDE RANGE OF B.M.C. PRODUCTS ALWAYS IN STOCK

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If you are interested in any of the following.

AUSTIN A35 . A55 . A95 . A105 Nash Metropolitan . Austin-Healey.

MORRIS Minor Saloons, Convertibles . Cowley . Oxford . Isis.

M.G. M.G. A Sports . Magnette.

RILEY 2.6 and 1.5 Saloons.

WOLSELEY 1500 . 15/50 . 6/90 Saloons.

USED CARS

1952 AUSTIN A40 Somerset, blue, very good condition	£395
1956 FORD Squire, one owner, green, 22,000 miles	£499
1950 HILLMAN Minx in mint condition	£355
1948 AUSTIN 16, sliding roof, blk.	£245
1957 MORRIS Cowley, grey, 15,000 miles	£645
1949 ROVER 12, grey, in superb condition for year	£365

AUSTIN Commercial Agents

Showrooms: 72 West Hill, S.W.15. 5 Upper Richmond Road, S.W.15. Phone: VAN 1077

Comprehensive Stores, Spares and Service. Phone: VAN 4546

The Autocar

CLASSIFIED ADVERTISEMENTS

CLASSIFIED ADVERTISEMENT RATES

9d. per word, minimum charge 9/-, each paragraph charged separately, name and address must be paid for. Paragraphs of less than eight words are charged at 10/- All advertisements must be strictly prepaid and should be addressed to the Autocar, Classified Advertisement Dept., Dorset House, Stamford Street, London, S.E.1.

Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Monday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

GATEHOUSE offer:—

1949 A.C. dark green; £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

ELM AUTOSALES offer:—

1950 A.C. 2-litre sports saloon, grey, red hide, mint condition; £495.—66-68, Hartfield Rd., Wimbleton, S.W.19. Cherrywood 1615. [C2067]

F. PLETCHER & Co., Ltd., offer:—

1953 2-litre saloon, black with red leather up-holstery, heater, spot lights, wing mirrors, etc.; reconditioned engine just fitted, excellent condition; £595. [C2021]

1951 2-litre saloon, black with red leather up-holstery, spot lights, wing mirrors, engine recently overhauled, excellent condition; £455. [C2021]

1950 2-litre saloon, grey with blue leather up-holstery, heater, spot lights, excellent condition; £425.—200, 200, exchanges, h.p. terms. [C2021]

SHOWROOMS, 10, Beckenham Rd., Beckenham, Kent, Beckenham 7744. [C5932]

CHIPSTEAD MOTORS, Ltd., offer:—

A CECA hardtop, late 1956, white, Alfin brakes, radio, A heater, pass lamps, screen washers, special wheels with three-prong hub caps, laminated steering wheel, specimen car; £1,395.—142, Holland Park Ave., W.11. Park 5454-55. [C1046]

XXX 1956 A.C. 2-litre saloon, 2 pass lights, one owner, finished in black with red interior; £395, written guarantee; terms, exchanges. H. F. Edwards, 28/34, Upper High St., Epsom. Tel. 5611. [C2001]

1949 2-litre, repressed blue at works, grey up-holstery, excellent condition, radio, new tyres this year, battery renewed last year; £400 o.n.o. —Mal. 0272. [C1012]

1946 A.C. drop head four-seater coupe, perfect mechanical condition, replacement engine 5 months ago, excellent tyres; owner gone abroad; bargain, £295 o.n.o.—Tel. Canterbury 2550, 10 a.m.—4 p.m. [C5650]

A C. Ace (April 1955), fastidiously maintained since new, left up each winter, never raced; absolutely unmarked throughout, no expense has been spared in keeping this car in 100% condition; terms and exchanges—Moon's Vic. 5225. [C5837]

A.C. Cars Wanted

PRIVATE buyer seeks A.C.—Offers to Sawell, 4, Ludgate Circus, E.C.4. Tel. Fleet Street 4355. [C5764]

R OWLAND SMITH'S, the A.C. buyers: highest cash prices.—Hampstead High St., N.W.3. Han. 6041. [C1021]

GOOD A.C. required immediately—G. Edwards, Amherst Lane, Harpenden, Herts. Harpenden 118. [C2000]

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [C2021]

A.C. Spares and Services

A C. Sales, Service and Repairs—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. Sloane 6326. [C2075]

FOR good used A.C. saloons and Bucklands, specialised repairs and spares, contact—Fletcher & Co., 77/94, Beckenham Rd., Beckenham, Kent, Beckenham 7744. [C596/B]

ALFA-ROMEO

CONNAUGHT ENGINEERING offer:—

T1900 super saloon, 1955 model, light grey with dark grey cloth upholstery, Michelin X types; £1,200. [C1132]

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, Ripley 3122. [C1132]

KDM & CHERRINGTON, Ltd., offer:—

1957 Alfa-Romeo 1900 super saloon, dark blue, grey interior, radio, 8,000 miles; £1,575.—6 Albemarle St., W.1. Grosvenor 5551. [C2054]

1957 Alfa-Romeo Giulietta sprint coupe, nominal mileage, one owner, Alfa red, immaculate. [C1152]

1958 Alfa-Romeo Giulietta sprint Veloce, full 4-seater, Alfa red, nominal mileage, immaculate. [C1152]

COUNTY CARS, Ltd., 30, Oldham Rd., New Cross, Manchester, 4. Central 9257. [C1152]

SALES & WANTS

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Advertisement Form

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BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 6000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

ALFA-ROMEO

J H. BARTLETT.—Alfa-Romeo Giulietta Sprint drop head 2-seater, low mileage, almost as new; £1,900.—27, Pembroke Villas, W.11. Baywater 0525. [C1013]

MAIN agents, George Boyce (Sports Cars), Ltd., Wheatsheaf Garage, Mollington, Chester; demonstrations, sales, service.—Tel. Great Mollington 353-4-5. [C1172]

1956 late, Alfa-Romeo 1900 Super, one owner; 20,000 miles, quite as new, perfect history; £1,405. [C1165]

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057]

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cottenham 2648. [C614/R]

ALLARD

PERFORMANCE CARS (Ealing 8841) unique selection (196 cars) on page 1. [C3041]

ALLARD 1952 4-seater sports tourer, immaculate condition, bargain; £315; h.p. terms arranged—Willesden 4546. [C1184]

DOBSON head tourer, outstanding example, type, colour, trim, extras, beautifully kept; £2,100.—Richards & Carr, Ltd., 95, Kinnerton Rd., S.W.3. Belgrave 5711. [C3045]

1956 Allard 1948 sports 4-seater, excellent condition, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1957 (June) Allard Palmbeach, G type Jaguar 21/2cwt, magnificient car; price for export £795. £1,390.—Short, 15, Royal Terrace, Southend-on-Sea. [C4074]

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampstead High St., N.W.3. Han. 6041. [C4018/R]

ALLARD MOTORS (Allard main distributors) buy or exchange Allard cars.—5, Keswick Rd., S.W.15. Vandyke 1135. [C1048/R]

ALVIS

GATEHOUSE offer:—

1951 2.8 conversion 3-litre Alvis saloons, choice of 2 from £525. [C1021]

CHOICE of 2 TA13 saloons from £450.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

ERIC HAYES Ltd., offer:—

1951 Alvis 3-litre saloon, 1952 modifications, finished in black with tan upholstery, most elegant car; £225.—15, Bishopsgate Rd., W.1. Ambassador 6266. [C2033]

WILLIAM GORDON CARS offer:—

1950 Alvis 1.8hp 4-door sports saloon, finished in black and grey with red leather throughout, fitted heater, etc., a connoisseur's car which has been carefully used by an elderly gentleman, rarely offered for sale in such condition; £450, terms and exchanges with pleasure.—Sovereign Road Garage, Earlston, Coventry. Tel. 73577-68340. [C2102]

BROOKLANDS OF BOND STREET.

SOULE London distributors.

FOR particulars of the new Alvis 3-litre by Park Ward, 103, New Bond St., London, W.1. Mayfair 8551. [C1029]

CHIPSTEAD MOTORS, Ltd., offer:—

TA 14hp 1949 sports saloon, exceptional condition, black with brown leather extras; £445. [C1029]

TA14 (June 1956), one meticulous owner since 1949, finished in blue with tan leather, fitted heater, pass lamps, chrome horns, etc., specimen car; £495. [C1029]

GREY LADY drop head coupe, late property of tilted owner, finished in blue with light grey leather and head, fitted every conceivable extra; £475; available shortly.

GREY LADY, very low mileage, absolutely immaculate, many extras, really beautifully car.

4.3 1959 Vanden Plas short chassis sports 4-seater, red and black, believed only 6 in existence; £475.—142, Holland Park Ave., W.11. Park 545-6. [C1048]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

CAT MOTORS offer director's own
1953 special sports roadster; this car cost £2,000
new, featured in films, ads, etc., and absolutely groaning with £200 of extras; a good home urgently wanted; £675—56, Warren St. W.1. Finsbury 1926. [C1158]

PERFORMANCE CARS (Ealing 8841) unique selection (196 cars) on page 1.

1954 Alvis TC 21/100, radio and heater; £795—Richard France, Ltd., 245, High Rd., Tottemham 0353. [C1118]

CASS'S MOTOR MART—Alvis 1952 series 3-litre sports saloon, black, immaculate condition; £535—Warren St. W.1. Euston 4110, 3523. [C1040]

1949 TA14 drop head, black, red hood, heater, screen washers, 3 new tyres, good order; £325—Campbell, 19, Tollcross Rd., Glasgow. [6121]

1952 3-litre saloon, royal blue, 31,000 miles, H.C. head, twin S.U.s, seat and door covers, plastic headlining, recapped, extremely good condition; £590—Easton, Meadow 3023, London. [5894]

ROSE & YOUNG, Ltd., offer 1952 (October) Alvis 3-litre saloon, two owners, fitted H.M.V. radio, immaculate condition; £525—65-99, Sternhold Ave., Streatham 1001, W.13. 0 min. Streatham Hill Station. [C12057]

1952 many Grey Lady modifications to engine and axle, and formerly the property of large tyre manufacturers, spot-on condition throughout; £550; terms, exchanges considered.—Corner Garage, Gorton St., Blackpool. Tel. 26858. [C2083]

1952 Alvis 3-litre sports saloon, fitted h.c. head, radio, heater, black, 41,000 miles, 1,000 miles on Alvis, Ltd., April this year, just completed 1,500 miles road test, oil consumption 1,000 miles per pint, black with red leather interior, whole car in extremely good condition; £525—h.p.—Paddock Garage, Ltd., Hampton Court Rd., Hampton Court, Kin. 3446 & 0588. [5946]

Alvis Cars Wanted
ROWLAND SMITH'S the Alvis buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

1935-6 Firebird, shooting brake preferred, body work reasonable—72, Rugby Rd., Binyton, Coventry. [5874]

GOOD Alvis required immediately—G. Edwards, Ambergate Lane, Harpenden, Herts. Harpenden 118. [W2000]

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4444. [W2021]

GREGORY Lady, low mileage, TC21/100—Chiswick Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445 6. [W1046]

Alvis Spares and Service
SERVICE and spares for Alvis cars.

J JAMES (LONDON), Ltd., 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0094/R]

MANCHESTER—Alvis repairers and spares; main agents.—A. Freeman, Ltd., Grosvenor Garage, Burngate Lane, Manchester, 19. Rus. 2874-5. [0653/R]

LANCASHIRE specialised sales, repair and parts service; large stocks available—Parkers, Ltd., Deansgate, Manchester, and Bradshawgate, Bolton. [0367]

AMERICAN CARS

SCOTT CARS offer—

1958 New unregistered 1958 Ford Fairlane 500, right hand drive, Fordomatic transmission, radio, heater, list price, part exchange welcome—SEE our advertisement under Buick, Cadillac, Chevrolet, Chrysler, American Ford, Oldsmobile, Plymouth, Studebaker, etc.

SCOTT CARS, 341-547, Finchley Rd., Hampstead, N.3, London, N.W.3. Hampstead 8676-7779. [C4018]

DESBOROUGH PARK AUTOS offer—

1951 Nash Ambassador saloon; £550. [C1151]

1950 Buick Super Riviera; £550. [C1152]

1948 Plymouth de luxe, right-hand drive, every extra; £265. [C1153]

1948 Chrysler Town and Country saloon, every extra; £250—Oxford 75561. [C2129]

SIMPSON'S MOTORS (WEMBLEY) Ltd.

FIRST in American cars; £300-£6,000.

NEW and used—early and immediate delivery.

1958 new, unregistered Chrysler Crown Imperial, Southampton convertible, all power equipment.

1958 new, unregistered Pontiac Bonneville sports coupe, all power equipment.

1958 new, unregistered Plymouth Belvedere, r.h.d., automatic, power brakes, all extras.

1958 new, unregistered Ford Fairlane 500, r.h.d., automatic, power & h. d., all extras.

1956 Oldsmobile super 88, Hydramatic, power brakes, steering, seats, windows, r. & h. choice 2.

1955 r.h.d. Ford Customline, automatic, r. & h. black and white choice 2.

1954 Buick super convertible, dynaflow, radio and heater, all extras.

1953 Buick 4-door sedan, radio, heater, all extras.

1952 Dodge Coronet, fluid drive, 2-door saloon, r. & h. all extras.

1951 Buick Super Dynaflow, Riviera hard top, r. & h. all extras.

1953 Dodge Coronet, fluid drive, 2-door saloon, r. & h. all extras.

1952 Dodge Coronet, fluid drive, 2-door saloon, r. & h. all extras.

1951 Dodge Coronet, fluid drive, 2-door saloon, r. & h. all extras.

1953 Studebaker Champion, Farina bodied, many extras including overdrive, this car is a specimen; at £775. [C4015]

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097]

PONTIAC 1954 Range Wagon, automatic, all extras, 26,000 miles—Acorn 7660. [C4113/1]

1953 Studebaker Champion, Farina bodied, many extras including overdrive, this car is a specimen; at £775. [C4015]

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097]

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd., offer—

IMMEDIATE delivery new Plymouth and Chrysler cars.

IMMEDIATE delivery new Ford Fairlanes.

1956 Chevrolet Bel Air, 2-tone; £1,275.

1955 Chevrolet station wagon; £1,250.

STUDEBAKER Golden Hawk, an exceptional car at £1,750; also Studebaker Power Hawk, £1,350.

91-95 Fulham Rd., South Kensington, S.W.3.

KENSINGTON 4858-9. [C4028]

BARNEHURST GARAGE, Ltd., 1-9, Barnehurst Rd., Bexleyheath, Kent. Tel. Bex. 725 and Bex. 9159.

NEW Ford Fairlane Town Victoria, list price.

NEW Ford Fairlane Town Sedan, choice of colours, list price.

NEW Ford Thunderbird, list price.

NEW Ford 9-passenger Country Sedan station wagon, list price.

LINCOLN Continental Mark II, late property of Royal British, finished in pale blue and royal blue, fitted every conceivable extra, cost new, £7,000. our price. £4,500.

1954 Chevrolet, green and ivory r.h.d., £695.

1958 Ford Fairlane Town Sedan, 1,000 miles only; £2,100.

1957 Ford Fairlane Town Victoria, small mileage; £1,795.

1953 Cadillac Coupe De Ville, finished in blue and silver, small mileage, fitted every extra; £1,295. [C5251]

T SULLIVAN CAR SALES, agents for American and Canadian Ford products—Acorn 7660. [C4115]

1957 Fairlane Town sedan, R.H.D., very attractive, £1,700—Stephens, 15, Church Rd., Norwood. SE.19. Liv. 2265. [C5252]

1954 Ranchwagen Nash Rambler estate, reg. 1954, r.h.d., radio and heater, seats made into double beds, absolutely immaculate, recorded mileage 15,400; £1,295.

1955 Ranchwagen 1953 Plymouth, 2-tone paint, excepting condition, speeds only records 43,000 miles—Euston 7889. Pedigree Estate Cars, 340, Euston Rd. [C5253]

1958 new Rambler Ambassador 4-door custom sedan, r.h.d. black and light beige, matching interior, automatic transmission, radio and heater, etc., list price—Below.

1957 new Edsel Pacer 4-door pillarless convertible, automatic, shiny, many extras; £2,600.

1956 new Chevrolet Bel-Air Impala convertible, automatic, shiny, many extras; £2,600.

1958 new Edsel Pacer 4-door pillarless convertible, automatic, shiny, many extras; £2,495.

1957 new Oldsmobile Super 88 holiday Sedan, every extra; £2,495.

1956 Oldsmobile Super 88 convertible, hydromatic, powerbrakes, power steering; £1,795.

1956 Oldsmobile Super 88 Sedan, every extra; £1,495.

1956 Oldsmobile Super 88 coupe, automatic, every extra; £1,750.

1956 Ford Customline R.H.D. 4-door saloon, £1,145.

1956 Ford Customline R.H.D. 4-door saloon, Fordomatic, radio, heater; £1,095.

1954 Chevrolet 210 4-door Sedan, R.H.D. 6-cyl., radio, heater, 23,000 miles; £965.

1953 Oldsmobile 210 4-door Sedan, R.H.D., 6-cyl., Motorola radio, heater; £650.

1956 Ford Customline R.H.D. 4-door saloon, £1,145.

1956 Ford Customline R.H.D. 4-door saloon, £1,095.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

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GUY SALMON AUTOMOBILES.

ARMSTRONG SIDDELEY specialists for new or used Armstrong Siddeley sales and service.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

1951 Armstrong Hurricane coupe, blue with blue interior, reconditioned engine; £365.—Windovers, Ltd., The Hyde, Hendon, Colindale 4051. [C4118]

1954 Armstrong Siddeley Sapphire, moderate mileage, etc., green, chauffeur maintained, immaculate condition; offers.—Barnard, Harley Hall, Northallerton, Yorks. [C4129]

1956 Armstrong Siddeley Sapphire, 234 saloon, colour two-tone blue, in excellent condition, mileage 22,000, one owner; £850.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. [C4051]

1955 series Armstrong Siddeley automatic Sapphire saloon, twin carbs, etc., recent respray, sand and sable and overhaul, excellent order; guaranteed; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050]

AZ MOD 70GS, bargain offer.—1955 Sapphire, Pre-electric, 2-door saloon, duo tone, etc., £550. Also 1946 Lancaster saloon, exceedingly well-cared for car; £265!—Palmerston Rd., N.W.6. [C1011]

1955 Sapphire, synchronised, genuine 15,000 miles, private, original tyres, spare unused, wireless, heater, etc., absolutely perfect and genuine, first offer £250.—Harrison, "Inglewood," Stallington Rd., Ely, Blythe 3147, Stoke-on-Trent. [C0684]

1953 (model) Armstrong Siddeley d.h. coupe, only 4,000 miles, superb condition, repared grey new head, heater, demister, £240 or near offer, h.p. arranged, part exchange considered; see Leatherhead—Box 8057. [C1957]

JOHN S. TRUSCOTT, Ltd.—1954 Armstrong Siddeley Sapphire, dual green, beige hide, synchronised, radio, one owner, 29,000 miles, maintenance by makers, a superb example; £755; exchanges, deferred terms.—175, Westbourne Grove, W.11. Bayswater 4274. [C4085]

1949 Armstrong Typhoon saloon, black, immaculate, late inside and out, carefully driven, heater, manual gears, overhauled, £1,000; offers accepted for cash or exchange for Morris Minor Traveller with cash adjustment; best offer over £385 accepted, or equivalent in exchange value.—Box 8077. [C1167]

1953 Armstrong Siddeley Whitley 2-door saloon, 27,000 miles, just overhauled, one of only six such models; excellent condition inside and out, green, grey, green upholstery, fitted H.M.V. radio, heater, clock, louvred wing mirrors, washers, reversing light, 4 new tyres, over 200 miles U.S.A. shortly; £450 or offer—Bayswater 6370. [C1957]

645—Armstrong Siddeley 1955 Sapphire Mark II de luxe saloon, grey, red leather, synchronised, radio, heater, screen washers, one owner, excellent condition, written guarantee, choice of 2, terms, exchanges, 1st, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C4010]

Armstrong Siddeley Spares Wanted

A LPE & SAUNDERS, Ltd., require 18hp or Sapphire 346 limousines in above average condition

A & S Ltd., Providence Court, North Audley Street (Near Selfridges). Mayfair 2641. [C3066]

JACK ROSE, Ltd., urgently require Sapphire 254, Stafford Rd., Wallington, Wallington 6677. [C3056]

OWLAND SMITH'S, the Armstrong Siddeley buyers: highest cash prices.—Hampstead High St., N.W.3. [W4018/B]

A LMOST new Armstrong required immediately.—Morley, 26, Cambridge Rd., Kingston, Kingston 8885. [W5010]

A RNESTON, of Albemarle St., the Armstrong Siddeley specialists, are ready buyers of good Armstrongs.—25, Albemarle St., W.1. Hyde Park 9323. [W1100]

Armstrong Siddeley Spares and Service

A RCOT.

K ENSINGTON 7501, 7521.

A RMSTRONG SIDDELEY specialists; every kind of overhaul or repair, 48-hour exchange engine, gear box supply, fitting or reconditioning own units, etc., all models, ranges pre/postwar, work guaranteed; trade, retail, Arcon Engineering, Ltd., 169, Fulham Rd., Chelsea 8133. [C1040/R]

B IRMINGHAM, joint distributors, pre/post-war parts—Frank Moseley (A. S. & S.) Ltd., The Depot, Copse Rd., Birmingham, 18, Edg. 0916. [C0548]

F ULL repair and overhaul service for Armstrong cars, Child's Place, Earls Court Rd., S.W.5. Tel. 8181. [C0096/R]

ASTON MARTIN

M MAYFAIR COUNTRY CARS offer:—

1958 (March) Mark III drop head coupe, blue, fitted radio, disc brakes, overdrive, new condition; £2,950.—Montrose Place, S.W.1. Belgrave 5654. [C3008]

WILLIAM GORDON CARS offer:—

1955 Aston Martin DB2-4 5-litre saloon, finished black with natural hide interior, radio, heater and other extras, quite unblemished in every way.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 73577-85548. [C2102]

T OLWORTH MOTORS, Ltd., offer:—

1956 DB2-4 convertible, low mileage, radio, chrome wire wheels, Michelin X, immaculate DB2, new Vantage engine. Alfin drums low mileage, one owner, immaculate; £1,120. [C4081]

1952 Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

JAMES TAYLOR AUTOMOBILES offer:—

1955 series Aston Martin DB2-4 5-litre saloon, Vantage engine. B.R.G., natural hide interior, almost as new; £1,495; consider Mk. VI Bentley in part exchange.—Findon Rd., Worthing, Sussex. [C4027]

don 3022.

ASTON MARTIN

B ROKLANDS OF BOND STREET.

C ONCESSIONAIRES for London, S. & E. England.

1955 5-litre DB2-4 saloon.

1955 5-litre DB2-4 drop head coupe.

1956 5-litre DB2-4 saloon.

1958 5-litre DB Mark III saloon, 2,786 miles.

N EW Mark III saloon and drop head coupe for early delivery.

103 New Bond St., London, W.1. Mayfair 8351. [C1029]

CHIPSTEAD MOTORS, Ltd., offer:—

1950 DB2, Vantage engine, red/beige; £1,045.—

1952 142, Holland Park Ave., W.11. Park 3445-6. [C1046]

S WANMORE GARAGE, Ltd., offer:—

1955 5-litre DB2-4, in black with natural hide trim, Motorola radio, speedometer 29,500, one owner, well above average throughout; £1,550.—1176-1180, Christchurch Rd., Boscombe East, Southampton 4544. [C4024]

GUY SALMON AUTOMOBILES offer:—

1957 Aston Martin Mark II saloon, duo blue, radio, one owner, 9,000 miles, maintained entirely by makers and is in most exceptional condition; £2,295. [C1957]

C HOICE of two.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

COOMBES & SONS (GUILDFORD), Ltd., offer:—

A STON MARTIN DB2-4 saloon, finished in gunmetal grey, 1957, one owner, 15,000 miles only, full service history available; £1,975. [C1957]

A STON MARTIN DB2-4, finished in British racing green with beige interior, many extras, left hand drive, 1955; £1,250. [C1957]

COOMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 6229. [C1957]

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TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair W.1. Gros. 6681. [C4036]

J H. BARTLETT, Ltd., 1953 DB2 drop head coupe, radio, low mileage since recent overhaul; £1,095.—27, Pembroke Villas, W.11. Bayswater 0525. [C1013]

JACK ROSE, Ltd., offer 1955 (August) Aston Martin DB2-4 sports saloon, 19,000 miles, chrome wire wheels, most attractive; accept £1,550.—Chafford St., Wallington 6677. [C5056]

A STON MARTIN DB2-4 saloon 1955 series, twin tone blue and black, Vantage engine; £1,575.—C. O. Norman (Victoria), Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2311. [C5033]

1953 Aston Martin DB2, royal scarlet with grey hide interior, speedometer reading 16,000 miles, unmarked condition; £1,650.—Woodthorpe 0525. [C2099]

R OSE & YOUNG, Ltd., offer Aston Martin DB38, 2,000 miles only, an immaculate specimen, cost nearly £4,000, now offered at £1,645.—65-69, Stamford Hill, Sirisham Hill, S.W.2 (1 min. Streatham Hill station). Tulse Hill 6646. [C5037]

1955 Aston Martin DB2-4 saloon, blue with grey upholstery, fitted radio, heater, etc., one owner, excellent condition throughout, mileage 19,000; £1,695.—Gardner, Ltd., Virginia Water. [C1013]

A STON MARTIN DB2-4 saloon, 19,000 miles, chrome wire wheels, most attractive; accept £1,550.—Chafford St., Wallington 6677. [C5056]

A STON MARTIN DB2-4 saloon, 1955 series, twin tone blue and black, Vantage engine; £1,575.—C. O. Norman (Victoria), Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 2311. [C5033]

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1953 Aston Martin DB2 sports saloon, finished in blue with beige leather, fitted Vantage engine, Michelin X tyres, radiator blind, twin spotlights, radio, numerous extras, genuine nominal mileage, supplied and maintained by us from new and in superlative condition throughout; £1,295. [C4120]

THOMPSON-DOXEY, Ltd., 109-139, East Bank St., Southport. [C4120]

A STON MARTIN DB2-4 1954 saloon, black with white interior, H.M.V. radio, heater, X-tyres, Alfin drums, spot lamps, etc., one titled owner only from new, Lord —; guaranteed low mileage, the whole car is superb throughout and is in true Aston condition, offered confidently as the finest available. [C1040/R]

A STON MARTIN DB2-4 1954 saloon, black with white interior, H.M.V. radio, heater, X-tyres, Alfin drums, spot lamps, etc., one titled owner only from new, Lord —; guaranteed low mileage, the whole car is superb throughout and is in true Aston condition, offered confidently as the finest available. [C1040/R]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A35

1958 Austin A35 de luxe saloon, 4-door, 4,000 miles, £525. below. 4-door saloon, heater, 14,000 miles, as new; £499.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

1953 A35 4-door saloon, grey, taxed; £390.—Ken Brock, Pal 5576.

1957 Austin A35 2-door, immaculate, £515.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1019]

1957 Austin A35 saloon, mileage 17,000; £450.—Dole's House, Andover. Hurntbourne Tarrant 224. [C1018]

1957 A35 grey van full 4-seater, fold-flat rear seat, heater, well maintained; £395.—Renown 4685, or Box 8064. [C1014]

1957 Austin A35 2-door saloon, black with red interior, heater, low mileage, one owner, excellent condition, taxed; £505.—Clerkenwell 4425. [C1007]

1957 A35 van, 14,000 miles, rear seat, other extras, unblemished condition; £365.—Brookside Motors, 102, High St., Uxbridge. Tel. 3184. [C1048]

1958 Austin A35 4-door de luxe, 2,500 miles only, one owner, heater, loose covers, taxed year, absolutely as new, immaculate throughout; £595.—Below.

1957 Austin A35 2-door de luxe, one owner from new, heater, 5,000 miles only, beautifully maintained; £525. [C1041]

GUILDFORD MOTORS, Ltd., North St., Guildford. Tel. 68001. [C1041]

1957 A35 2-door, Court grey/red leather, 14,000 miles, excellent condition throughout, carefully used by one owner; £475.—Bird (Motors) Limited, 43, Corporation Road, Grimsby 3791. [C1030]

1957 A35 2-door de luxe, radio, heater, man. extras, 28,000 miles, one owner; £535.—E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. Speedwell 3961. [C1010]

495—Austin A35 1957 saloon, grey, heater, over 4000 miles, one owner, small mileage, written guarantee, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

AUSTIN A40

L. F. DOVE, Ltd., offer:—
1954 A40 Somerset, black/red, sliding roof, exceptional; £475.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3456. [C1077]

R. S. CURRIE & Co. Ltd., offer:—
1954 (December) Austin A40 convertible fitted heater; £435—105, Westbourne Grove, W.2. Bayswater 0085. [C1095]

WARWICK WRIGHT, Ltd., offer:—
1955 Austin A40 Cambridge saloon, black/brown upholstery, heater, 23,000 miles; £565. [C1045]

WARWICK WRIGHT, Ltd., Lord Court St., John's Wood Rd., London, N.W.3. Cunningham 6050. [C1045]

1952 Austin A40 Devon G3 saloon, excellent body-work and well-kept mechanical order; £375.—Robbins, East Putney. Tel. 7881. [C1010]

1955 Austin A40 Countryman, green with tan upholstery, one owner; £465.—Clerkenwell 4425. [C1074]

1952 Austin A40 Devon G3 saloon, excellent body-work and well-kept mechanical order; £375.—FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-end 8 a.m. to 7 p.m. [C2008]

£395—A40 Somerset convertible, blue, heater, 28,000 miles, excellent condition.—The Hyde Motor Co., Colindale 7808. [C2133]

1953—Austin A40 Somerset, one, one owner—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

1954 Austin A40 de luxe saloon, sunshine roof, heater, blue with blue upholstery, excellent family car; £425. [C1094]

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

1954 (January) Austin A40 saloon, black, heater wing mirrors; £450.—Rawlins, Tudor Garage, Ltd., 925-931, Fulham Rd., S.W.6. Renown 2212. [C4132]

1955 (July) Austin A40 Cambridge saloon, one owner from new, heater, blue/red interior, £475, also one similar Sept. 1955, black/red interior, £485. [C1034]

OAKTHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green Pal. 1023. [C1026]

1956 Austin A40 Cambridge saloon, heater, one owner, guaranteed; £510; terms, exchanges.—Palmer's 5, Russell Garden Mews, Kensington, W.14. Park 9704. [C2034]

1956 (October) Austin A40 Cambridge, heater, R.A.C. examination, taxed year; £510, exchange, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [C2082]

1949/50 Austin A40, heater, etc., immaculate condition, any inspection; £359.—G.P. (Balham), Ltd., E. Balham Hill, S.W.12. (100 yds. Clapham South Tube.) Batt. 1107. [C2024]

1953 (October) Austin A40 Somerset drop head coupe, black/red upholstery, radio, heater, many extras; £435.—Rowley, 67, Sherwood St., Wolverhampton. [C1013]

1954 (August) A40 de luxe saloon, black/brown, showroom complexion, faultless throughout; £440.—Jenkins, 72, Meadow Hill Rd., Kings Norton, Birmingham. [C1081]

£435—Austin A40 1953-54 convertible, most exceptional appearance and condition, extra careful owner, pastel, many extras, choice of 3; many others; we welcome A.A. or R.A.C. exams; hire purchase and h.p. a/c settled; from 1/2 deposit, balance 12, 18 or 24 months; if you are not very sure about it, if required, waiting for your car, if you wish to sell it, Clarendon Rd., W.11. Park 5066-7. 9 a.m. to 6 p.m. Monday to Saturday. (50yds. Holland Park Tube.) [C1017]

AUSTIN A40

TANKARD & SMITH, Ltd., offer:—1954 Austin A40 Somerset, fawn, heater, one owner; this is an exceptional car for its year; £465—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Plaza 4601. [C4025]

AUSTIN A40 de luxe saloon, one owner car, immaculate throughout; colour of blue from £250. We purchase and part exchange welcome.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960 and 2678. [C2035]

Austin A10 Cars Wanted

ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C4018]

AUSTIN A50

CROFTON GARAGES, Ltd.

1955 Austin A50, blue with grey trim, fitted heater; thoroughly recommended at £565—132, Whitechapel Rd., Bishopsgate 5595. [C1139]

GUY SALMON AUTOMOBILES, offer:—

1955 Austin A50 de luxe saloon, genuine 24,000 miles only from new, very well maintained example; £454—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

£565—1956 A50—Offord, 67, George St., W.1. Welbeck 6199. [C3115]

A50 1956, heater, splendid condition; £545—Add. 1510. [C1010]

1955 Model A50, Chelsea grey, one owner, full warranty, £460—Haskins, Ladbrooke 1155. [C3027]

1956 A50, black heater, reconditioned engine, new bodywork; £565—Vanderbilt Bros., 25, Haverstock Hill, N.W.3. Siv. 4441. [C4067]

JACK ROSE, Ltd., offer: 1955 A50 de luxe in blue, any examination, accept £515. Stafford Rd., W.1. Wellington 6677. [C3058]

1956 model A50 de luxe, genuine 14,000 miles, undersealed, sunshine roof, rim finishers, extras, one director owner, a really beautiful car; £580.—Waterloo 612 and 3. [C1174]

1956 Austin A50 saloon, one owner, light blue, very good condition throughout; £595.—Bell Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

1955 Austin A50 de luxe saloon, Cambridge blue, seat covers, one private owner, radio, heater, leather seat covers, guaranteed mileage 17,000; £545—348, King St., Hammersmith, W.6. Riv. 2837-8. [C3130]

AUSTIN A55

TOM GARNER, Ltd., offer:—

1958 Austin A55 Cambridge de luxe saloon, black, loose covers, 3,000 miles only; £585. [C1045]

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A55 saloon, black, red upholstery, recorded mileage 12,202, heater; £745. [C1095]

1957 Austin A55 de luxe saloon, black, red upholstery, recorded mileage 16,780, heater; £755. [C1095]

1957 Austin A55 de luxe saloon, tweed grey, sport (body, blue upholstery), recorded mileage 15,018, heater; £765. [C1018]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillaide 5272 (8 lines). [C4067]

1957 Austin A55 saloon, one owner, blue with grey interior; £765. [C1095]

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

£725—1957 A55 de luxe—Offord, 67, George St., W.1. Welbeck 6199. [C1115]

1957 Austin A55 saloon, heater, moderate mileage, one owner, grey, good tyres; £695. [C1094]

L. F. DOVE, Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 5131. [C1094]

1958 Austin A55 saloon, tweed grey, 12,000 miles, taxed, £785—Ivor Bea, West. 2789. [C1094]

1957 Austin A55, 15,000 miles, one owner; £750—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1957 Austin A55 two-tone de luxe saloon, recorded mileage 19,000, heater, etc.; £695.—Tel. Oxford 2626. [C1094]

1958 Austin A55 saloon de luxe, dual green, a few thousand miles only; £799.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Add. 5136. [C1076]

1958 (June) Austin A55 de luxe saloon, no heater, left-hand drive, mileage 1,200, kilometre, speedometer, French with blue upholstery; £700; seen London—Box 7939. [C1078]

1957 (May) Austin A55 saloon, grey/red, interior, heater, radio with power operated aerial etc., taxed year, immaculate and guaranteed, any examination welcome; £695. [C1094]

ALWOOD GARAGE, Alwood Rd., Maldenhead, Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107]

14000 miles!!—1956 Austin A50 Westminster saloon de luxe, beige/duo-tone green and beige leather, heater, screenwashers, etc. in model year, not taxed year, excellent condition throughout; £645. [C1011]

ALWOOD GARAGE, Alwood Rd., Maldenhead, Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107]

1956 (every possible extra, whole car in superlative order, genuine mileage 15,600, one owner, full service history available); £820.—Cut Mill Garages, Ltd., Bosham, Sussex. Tel. Bosham 2217. [C1048]

495—Austin A50, late 1955, Westminster de luxe saloon, leather, heater, screen washers, etc. in model year, not taxed year, excellent condition throughout; £645. [C1012]

1955 Austin A50 Atlantic hard top sports saloon, black, red hide, heater, etc.; this car has only just been overhauled generally, brakes refitted, new front suspension, outstandingly good performance, a really delightful car to handle; unrepeatable value at £595. [C1011]

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C1208]

AUSTIN A55 Cars Wanted

NEARLY new Austin A55 saloon required.—Greenways, 81, Alresford Rd., Winchester. [C1087]

ALMOST new A55 required immediately.—Morley, 70, Cambridge Rd., Kingston. Kingston 8885. [W3016]

AUSTIN 16 & 18

1949 Austin 16 saloon, heater, guaranteed; £225.—Oldfield, 396, Kensington High St., W.14. Wes. 6651. [C3029]

HEARSEES, brochures available, we are building decks and bearers on the 16hp chassis; inspection invited. [C1102]

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

AUSTIN 16 & 18

1938 Austin 16hp Windsor 7-seater saloon, heater, forward occasional seats, blue hide throughout, black, £95.—Oldbury Place, Marylebone, High St., W.1. Weibe 1128. [C1103]

AUSTIN 16 saloon, 1946, black, the best post-war condition, sorry to part; £200—207, Trinity Rd., S.W.17. Balham 4411. [C1096]

1949 model Austin 16 big four de luxe saloon, black, brown hide, a good example of this proven favourite; £265, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

245—Austin 16 1949 de luxe saloon, black, sliding head, brown leather, heater, sun roof, excellent condition, terms, exchange list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

AUSTIN 170 & 180

CROFTON GARAGES, Ltd., offer:—
1953 Austin A70, black, brown leather interior, one owner from new; £425—132, Whitechapel Rd., Bishopsgate 3393. [C1139]

H. A. SAUNDERS, Ltd., offer:—

1954 Austin A70 saloon, black, brown upholstery, recorded mileage 25,519, heater, sun roof. £495. [C1095]

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

HEARSEES, brochures available. We are building a deck body on the A70 chassis, inspection invited.

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1096]

1954 3/2 Herfords, all guaranteed; from £525—Kings Motors, 1, High St., Hounslow 3532/2559. [C2049]

1953 Austin A70 16hp Hereford saloon de luxe, the not usual high mileage worn out, hack one generally encounters, but a really fine mileage which has definitely done a very moderate mileage the very original way, bodywork and complete original, privately taxed only 2 owners, and maintained by Austin agents since new; £425. [C1095]

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232; showrooms open until 8 p.m. [C2108]

AUSTIN A90 & A90 (6-cylinder)

H. C. PAUL, Ltd., offer:—
1955 Austin A90 Westminster, black, radio, heater, tax year; £525—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040]

R. HARDY & SON, offer:—

1955 Austin A90 Westminster, black and grey, red upholstery, one owner, an enthusiasts' car; £590—52-55, Marylebone High St., W.1. Hunter 0942. [C1095]

1951 A90 Atlantic coupe, radio, guaranteed; £535—Oldfield, 396, Kensington High St., W.14. West. 6651. [C1095]

1955 Westminster de luxe, one owner, black; £545—Vanderbilt Bros., Ltd., 215, Haverstock Hill, N.W.3. Siv. 4441. [C4067]

1951 Austin A90 Westminster, colour deep cream, really a beautiful car as new condition; £580, hire purchase arranged. McCracken, 10, Cathcart St., Ayr. [C1095]

1955 Austin A90 saloon, green; £555—H. A. Saunders, Highfield, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

£399—1952 Austin A90 Atlantic hard top sports saloon, £580, hire purchase, exceptionally clean condition throughout.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2095]

1955 (May) Austin A90 Westminster de luxe saloon, black, red leather, heater, a nice clean, London, N.W.11. Victory, Green Park, Primrose Gardens, London, N.W.11. Tel. Primrose 2242. [C1095]

1951 Austin A90 hard top saloon, black, natural hide, heater, very clean, a good buy; £595, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1952 Austin A90, grey, 44,000, splendid condition throughout; £60 recently on overhaul; will sell cheap at £595 or exchange for Sunbeam saloon plus cash—Box 8076. [C1018]

1955 (March) Austin A90 Westminster saloon de luxe, beige/duo-tone green and beige leather, heater, screenwashers, etc. in model year, not taxed year, excellent condition throughout; £645. [C1095]

1951 Austin A90 hard top saloon, black, natural hide, heater, very clean, a good buy; £595, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1952 Austin A90, grey, 44,000, splendid condition throughout; £60 recently on overhaul; will sell cheap at £595 or exchange for Sunbeam saloon plus cash—Box 8076. [C1018]

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1951 Austin A90, grey/red, leather, heater, one owner, genuine mileage, not taxed year; £645. [C1095]

1956 (May) Austin A90 Westminster de luxe saloon, black, red hide, heater, etc.; this car has only just been overhauled generally, brakes refitted, new front suspension, outstandingly good performance, a really delightful car to handle; unrepeatable value at £595. [C1011]

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C1208]

AUSTIN A95

DISPATCH MOTORS, Ltd., Ford distributors, offer:—

1957 A95 Westminster, low mileage, black, immaculate; £845.—Borough High St., S.E.1. Wat. 5991. [C1164]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A95

LEX

A. & A. SERVICES.

'58 Austin A95 Countryman, ivory/cherry, heater, roof rack, 700 miles; £1,135. FOUR months' warranty.**LEX GARAGES**, Ltd., 609, Kenton Rd., Kenton, Middlesex. Wordsworth 7805.

£200

1958 Austin A95 automatic, finished in ivory with red flash, red leather, screen washers, miles up to 5,500, condition as new; £1,035—Hartley & Midgley, Ltd., 59-40, Old Steine, Brighton. Tel. 28102. [C1085]**H. A. SAUNDERS**, Ltd., offer:—**1958** Austin A95 Countryman, court grey, red red upholstery, recorded mileage 935, heater. £1,195.**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C1092]**W. WARWICK WRIGHT**, Ltd., offer:—**1957** Austin A95 saloon, cream and red, red upholstery, heater, 8,000 miles; £895.**W. WARWICK WRIGHT**, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050. [C4045]**GUY SALMON AUTOMOBILES** offer:—**1958** Austin A95 de luxe saloon, tweed grey/red flash, and red hide, radio, 6,000 miles, licensed to November, new £995—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]**NAYLOR & ROOT**, Ltd. (Established) 1920.**'58** Austin A95 de luxe, tweed grey/red flash, turbo dials, 4,000 miles only, any trial; £965.**C. CLAPHAM JUNCTION**, B.W.11. Battersea 2282.**A95** Countryman, June 1958; £1,095—Ralph Davis, Ltd., Stanhope Garage, Potters Bar 2371. [C4053]**A95** de-lux automatic Oct. 1957, demonstration car, U-coded, radio, black, new, low mileage, Hopkin's Garage, Grantham. Tel. 139. [C5191]**JACK ROSE**, Ltd., offer:—**1958** Austin A95 Countryman, two-colour grey, maroon hide, almost as new, 8,000 miles, radio, etc.; accept £1,095—Stafford Rd., Wallington, Surrey. Wallington 4677. [C3056]

AUSTIN A105

H. A. SAUNDERS, Ltd., offer:—**1957** Austin A105 de luxe saloon, duo grey, red upholstered, recorded mileage 11,340, heater; £995.**H. A. SAUNDERS**, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4082]**PETER BANTOCK CAR SALES** offer:—**1957** Austin A105 court grey with red flash, fitted radio, heater and overdrive, one owner, immaculate condition and well under list price at £965—104, High Rd., Chiswick 2725-5870. [C1014]**HENLYS** offer with 4 months' guarantee:—**1956** Austin A105 saloon, overdrive, one owner, duo grey with tan interior; £965.**HENLYS**, London Parkway, Regent's Park, N.W.1. Gulliver 5721.**'58** Austin A105 auto, 2-tone blue, radio, heater, wing mirrors, screencleaner, spot and fog lamp, taxed, one owner, 8,000 miles; £1,095.**G. OSCROFT & Co., Ltd.**, Domington House, Castle Boulevard, Nottingham. Tel. 45024.**1957-8** Austin A105 saloon de luxe, one owner, 12,000 miles only; £995—L. F. Ltd., Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 5056. [C1076]

AUSTIN A125 & A135

SWANMORE GARAGE, Ltd., offer:—**1951** Austin Princess, black with beige interior, new engine Dec. 1957; £495—Christchurch Rd., Boscombe East, Southbourne 45544. [C4024]**A&S**, Ltd. A125 and A135 L.W.B. seven passenger cars. See under Limousines.**LPE & SAUNDERS**, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [C1006]**CAMDEN MOTORS**, the Limousine Specialists, offer the following Princess and Sheerline Limousines—Princess long wheelbase limousine, black 1955 brown hide, full-width occasional, loose covers, one private owner, really immaculate and superb mechanics. £1,295.**1956** Princess limousines, matching pair of long wheelbase models, one in leather throughout, one leather/cloth with electric division, both one owner cars; from £2,295.**1954** Princess long wheelbase limousine with radio heater, leather throughout, definitely in 1957 condition, one owner, taxed privately; £1,995, six months' written guarantee on all the above.**CAMDEN MOTORS**, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure. Showrooms open until 8 p.m. Terms, ex-charge. [C1025]**HEARSESE** are building deck and bearers on the Princess and Sheerline chassis. Inspection invited.**LPE & SAUNDERS** (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1026]**AUSTIN** Princess, black and brown hide interior, miles 28,750, this car is in superb condition, radio, heater, £975—taxed year. [C1026]**CARLES CRUICKSHANK MOTORS**, Mercedes-Benz Distributors, The Centre, Bristol, 1. Tel. 28763. [C1028]**1953** August Princess saloon, black, loose covers, black, radio, heater, £995—Alps & Stevens. [C1006/1]**AUSTIN** Princess 2-tone grey, £475 spent with Van den Plas including new engine; £585—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028]

AUSTIN A125 & A135

ROSE & YOUNG, Ltd., offer: Princess IV DM7 series, 10,000 miles only, fitted radio, power steering, leather, brown hide, immaculate condition. £995, finished in silver and green; £2,650—55-65, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C1057]**445** gns—Austin Sheerline, November 1952, de luxe heater, one owner, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturday. Tel. 445-65, Southgate, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**A**USTIN Sheerline de luxe saloon, finished in black with pinkish upholstery, loose covers to match, heater, radio, first registered August 1950, but owing to illness only run 5,700 miles to date; this is an absolutely genuine mint condition motor car, the current equivalent of which is over £5,000, but which is offered at £650. [C1059]**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]**AUSTIN A125 and A135 Cars Wanted****A&S** & SAUNDERS, Ltd., require L.W.B. Limousines and Saloons in above average condition.**A&S** (Near Selfridges), Mayfair 2941. [W1008]**MAXIMUM** price paid for good condition long wheelbase Princess limousines, also seven-passenger saloons.**JACK ALPE** LIMOUSINES, 50, Marylebone High St., W1. Welbeck 1124. [W1103]**XXX** Excellent cash price offered for good**AUSTIN A125 and A135 Limousines**, H. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

AUSTIN-HEALEY

CAR MART, Ltd.**SOLE** London Austin distributors.**£1050**—Austin-Healey 100 Six sports, overdrive, guarantee; terms, extras, reg. 1958; with 6 months guarantee.**CAR MART**, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 9434. [C1058]**L. F. DOVE**, Ltd., offer:—**1955** model Austin-Healey, Michelin X, cream and black; £550—L. F. Dove, Ltd., 44, Kingston Rd., S.W.19. Tel. Liberty 8456. [C1077]**JAMES SPENCER**, Ltd., offer:—**1954** Austin-Healey 100 sports, finished in ice blue, standard overdrive, wire wheels, tonneau cover, radio, heater and full equipment, a superb car, in perfect condition throughout. £645. [C1074]**CHIPSTEAD MOTORS**, Ltd., offer:—**BN2**, full Le Mans modifications from new, white/ Park 5425-6. [C1046]**J. W. HUNTER**, Ltd., Austin agents, offer:—**1958** as new; £750. [C1046]**J. W. HUNTER**, Ltd., 32, Cricklewood Broadway, N.W.2. Tel. Gladstone 6805. [C2040]**JARVIS OF WIMBLEDON**—100% B.M.C. dealers. [C1074]**1957** 100/6, ice blue, heater, hard top, wire wheels, overdrive, under 7,000 miles; £925. [C1025]**W. J. CLIFFE** 100-Fix, 1957 (July), green/ivory, £925, hire purchase, part exchanges.**W. J. CLIFFE MOTOR**, Ltd. (Morris Distributors), Russell St., Stroud. Tel. Stroud 1670-1-2-3. [C1024]**PERFORMANCE CARS** (Ealing 8841) unique selection (196 cars) on page 1. [C1041]**1954** model Austin-Healey 100, red/blue leather, cream, overdrive, immaculate condition. £645. [C1039]**VIADUCT GARAGE** (WOODFORD), Ltd., North Circular Rd., South Chingford, E.4. Tel. Larkwood 1203 & 5908. [C1076]**1955** Austin-Healey, red, fitted radio and heater, super specimen, bargain; £645. [C1045]**WEST STREET MOTORS** (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C1097]**1954** Austin-Healey, black, overdrive, hard top, after 6 p.m. £925. [C1073]**1954** Austin-Healey 100, ice blue/blue, fitted hard top and overdrive, excellent condition; £645. [C1043]**HEALEY** Sprite, works mileage, numerous extras; list price—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C1061]**1954** Austin-Healey 100, red, overdrive, radio, heater, twin spots, wing mirrors, etc.; £620. [C1085]**1955** Austin-Healey 100, red and black/red hide, many extras, really immaculate; £650. [C1040]**£695**—Austin-Healey sports roadster, radio, heater and overdrive, exceptionally attractive; exchanges, etc., etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087]**J. H. BARTLETT**, Ltd., the Austin-Healey buyers offer: Austin-Healey 100 BN2, recorded mileage 17,000, every extra; £695—27, Fembury Villas, W.11. Baywater 0525. [C1018]**1958** Austin-Healey 100 Six 2-seater, black with red leather, 8-port head and silent pre-boot, 900 miles only; £1,095—H. A. Hammick, Ltd., Hammick 200. [C1035]**1957** Austin-Healey, radio, chrome wire wheels, seat covers, wonderful condition, 12,000 miles; bargain at £995—Baldwin Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [C1088]**1956** Austin-Healey sports, overdrive, heater, radio, hard top, etc.; 6,500 miles, H.M.C. a month guarantee; £795—Green & Son, Ltd., 246-252, Deangate, Manchester, 3. Tel. Deansgate 5525-6. [C1020]**1955** Austin-Healey 100 sports, finished in ivory and black, leather upholstery, fittings, radio, heater and overdrive, a very attractive car—Tel. Mr. Inzidib, Weesex Motors, St. Cross Rd., Winchester, Tel. 5555. [C1017]**1957** Austin-Healey, radio, chrome wire wheels, seat covers, wonderful condition, 12,000 miles; bargain at £995—Baldwin Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [C1088]**1956** Austin-Healey sports, overdrive, heater, radio, hard top, etc.; 6,500 miles, H.M.C. a month guarantee; £795—Green & Son, Ltd., 246-252, Deangate, Manchester, 3. Tel. Deansgate 5525-6. [C1020]**1955** Austin-Healey 100 sports, finished in ivory and black, leather upholstery, fittings, radio, heater and overdrive, a very attractive car—Tel. Mr. Inzidib, Weesex Motors, St. Cross Rd., Winchester, Tel. 5555. [C1017]**1957** Austin-Healey, radio, chrome wire wheels, seat covers, wonderful condition, 12,000 miles; bargain at £995—Baldwin Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [C1088]**AUSTIN-HEALEY** (Dec. '55) Le Mans modified; reduced mileage, immaculate condition, new road pesos, radio, heater; £595—Wallis, Leeds 22740. Evenings, Collingtree Bridge 2248. [C1078]**525** gns—Austin-Healey, 1954, super sports 2-seater, ice blue, blue leather, i.h.d. heater, overdrive, screen washers, hood and tonneau; written guarantee; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead Hill Station, Hampstead 6041. [C4016]**AUSTIN-HEALEY** Care Wanted**R**OWLAND SMITH's, the Healey buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [C4018/R]**ALMOST** new Austin-Healey required immediately—A. Morley, 76, Cambridge Rd., Kingston. [C1091]**XXX** Excellent cash price offered for good Austin-Healey—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin-Healey Cars Wanted
100/6 Austin-Healey with hard soft top, overdrive, wire wheels, required privately; state date registered, history, mileage, colour, all extras, and your price.—Orr, Lady Byron Lane, Knowle, Warwickshire.

BEDFORD
ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/200 offer:—
1955 (Oct.) Bedford Dormobile, one owner, 15,000 miles only, excellent condition; £450. [C1001]

1955 Bedford Dormobile utility, in duo colour. Cavendish Cars, Ruislip, N.W.8. Willesden 306.

ESPECIALLY built on Bedford chassis, 4-berth, 2 compartments with separate compartment for cooking and refrigeration, fitted with Calor gas stove and refrigerator, tables fitted in floor, mirror, chest of drawers and wardrobes, sliding doors between each compartment, water pump to pick up from ground level, 12 volt tiny Tinty lighting, plug fitted inside, this vehicle is beautifully kept and fitted out; £675. almost anything taken in part exchange.—Write King's Motors (Oxford), Ltd., New Rd., Oxford. Tel. 48458-9. [C3138]

BENTLEY (3½, 4½-litre and New 4½-litre)

J
B
JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444

(open until 7 p.m.). [C1082/R]

H C. PAUL, Ltd.

1950 Bentley Freestone & Webb 4-door saloon, black, blue-grey interior, very exceptional condition throughout; £1,650.

1950 Bentley Mulliner 4-door saloon, black, complete engine overhaul and conversion to full flow just carried out; £1,650.—32, Bruton Place, Berkeley Sq., Mayfair 0821. [C3040]

PB, Ltd., offer:—

1952 Bentley standard steel saloon, big bore, small boot, very well maintained.

1934 Bentley 3½-litre Park Ward saloon, in superlative condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033]

MANN EGERTON.

1956 Bentley H. J. Mulliner Continental, black

with brown hide, 29,000 miles; £5,100.—

14, Berkeley St., W.1. Hyde Park 2073. [C2006]

H R. OWEN, Ltd.

1957 S series 4-door saloon by H. J. Mulliner, with power-assisted steering, Titanium light blue and Titanium dark blue with blue hide, one owner, 4,850 miles; £5,950.

1955 S series saloon by Hooper, velvet green and shell grey with grey hide, bench-type front seat, one owner, 28,900 miles; £4,500.

1949 Mark VI saloon, razor edge by Hooper, black and sand with moxon hide; £1,575.

OFFICIAL BENTLEY RETAILERS, 17, Berkeley St., W.1. Tel. Mayfair 9080. [C4133]

CNK MOTORS offer:—

1934 Bentley 3½-litre Park Ward saloon, excellent tyres, outstanding value; £235.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

K NIGHTSBRIDGE offer:—

1939 overdrive Bentley, fitted with most attractive semi-razor edge saloon coachwork by H. J. Mulliner, colour black, with blue hide upholstery; £1,095.

1, Roberts Mews, Lowndes Place, S.W.1. Sloane 4086. [C2036]

SANDERSON & HOLMES, Ltd.

THE official Rolls-Royce and Bentley retailers and repairers for South Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

PART exchanges, credit facilities.—London Rd., Derby; also Bentley House, London Rd., Leicester. Tel. Derby 47471, Leicester 59685. [C4073]

FRANK DALE, Ltd., offers:—

19000 miles.—June '53 standard steel saloon, indistinguishable from new; offered at realistic price.

1938 L.S. series Park Ward 4-door sports saloon, 1938, ex-works, in excellent condition; in new condition; offered at £625; all bills available; hire purchase welcomed.—54, Bathurst Mews, Sussex Place, W.2. Ambassador 6575. [C6068]

JACK BOND (VINTAGE AUTOS).

SPECIALISTS in Bentleys with unusual coachwork.

BRANCHES in London; Hollywood, U.S.A.

URGENTLY require to purchase Bentleys with unusual coachwork.

OUR works are at your service; Rolls and Bentley cars are on employed.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929-8330. [C4076]

CHIPSTEAD MOTORS, Ltd., offer:—

OVERDRIVE 1940, specially built streamlined 2-seater drop head coupe, recent reconditioned engine etc.; £895.—142, Holland Park Avenue, W.11. Park 3445/6. [C1048]

WILLIAM GORDON CARS offer:—

1949 model Bentley 4½-litre Mark VI Standard

Steel saloon, excellently maintained by enthusiastic owner, bills available for over £400 worth of work, including reconditioned engine, etc. finished in black with leather interior, heater, a luxury car in superb condition; £975; terms and exchanges on pleasure.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 73377-8339. [C2102]

BENTLEY (3½, 4½-litre and New 4½-litre)

C
M
CAR MART, Ltd.

OFFER with joint manufacturer retailer guarantee:—
£1550—Bentley 4½-litre saloon, sliding head, CAR MART, Ltd., 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1059]

CONNAUGHT ENGINEERING offer:—

1952 R type Bentley standard steel saloon, metallic grey with grey and maroon upholstery, radio, 53,000 miles, history available; £1,795.

CONNAUGHT ENGINEERING, Portsmouth Rd., Sandown, Isle of Wight. Ripley 5122. [C1132]

GUY SALMON AUTOMOBILES offer:—

1951 (September) Bentley Mark VI Freestone and Webb 4-door sports saloon, recently the subject of an overhaul costing almost £1,000 and is a very good example; £1,495.

1950 (July) Bentley Mark VI standard steel saloon, most exceptionally well cared for example in immaculate condition throughout, engine just overhauled, modified to full flow filter and guaranteed for 10,000 miles, highly recommended; £1,295.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

WEYBRIDGE AUTOMOBILES offer:—

1953 (April) Bentley H saloon, velvet green, shell grey, miles 58,583, engine just overhauled, new matrix to radiator; £2,250.

1952 (June) Bentley Mark VI 4½-litre, black, red hide, 52,000 miles, recently passed by manufacturers; £1,625.

1952 (April) Bentley Mark VI 4½-litre, dual grey, red hide, one owner, 54,275 miles, quite immaculate; £1,700.

1949 (March) Bentley Mark VI 4½-litre, Tudor grey over shell grey, just resupped, good tyres, two owners; £1,125.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4094]

JAMES TAYLOR AUTOMOBILES offer:—

1950 type Bentley SS 4-door sun saloon in Pearl black and Shell grey, hide interior, good tyres, almost as new; £1,095.—Findon Rd., Worthing. Sussex. Findon 3022. [C4027]

JAMES TAYLOR AUTOMOBILES offer:—

SEVERAL exceptional condition 1950 SS 4-door Bentley SS saloons in Pearl black/Shell grey and Sand/Sand, both with £1,095.—Findon Rd., Worthing. Sussex. Findon 3022. [C4027]

RODNEY HOWARD & Co., Ltd., offer:—

1951 Bentley H. J. Mulliner 4-door razor-edge saloon, blue with blue interior, 39,000 miles only, one owner from new, in excellent condition; £1,695.—16, Albemarle St., London, W.1. Hyde Park 7166. [C2136]

WESSEX MOTORS, New St., Salisbury, offer:—

1953 Bentley R-type sports saloon, late model (TN series), black with brown leather, radio, heater, speedometer, radio, etc., approx. 50,000, really beautiful and excellent condition, guaranteed, £1,975; for full details telephone Mr. Moules, Salisbury 3275. [C4087]

R. F. FUGGLE, Ltd., Bristol distributors, offer:—

R Type automatic Bentley standard steel saloon, October 1952, one owner, Bentley maintained 53,100 miles; £2,400.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

1927 Bentley, red label speed model, VDP; £325.

1936 Bentley 4½ Thrupp & Maberly saloon, sun roof, heater, electric screenwisher, taxed December; £355.—Automobile, 223, West End Lane, Hampstead, N.W.6. Ham. 3430. [C1150]

SEE Noel Roscos, Ltd., Showroom Window on page 46. [C5137]

1947 Bentley standard steel saloon, radio, heater, really outstanding condition; £835.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

BENTLEY S. II tone grey, red upholstery, 15,000 miles, new condition, one owner only.—Box 8019. [C5829]

BENTLEY S series 1957 saloon, black, low mileage, almost as new; £4,250.—Tel. Putney 7831. [C3010]

NEWBURY MOTORS (WORCESTER), Ltd., official retailer of Bentley Motors (Worcester), Ltd., Forgate St., Worcester. Tel. 2361. [C3146]

1951 Bentley 4½-litre Mark VI, big bore model, finished dual grey with blue upholstery in good order throughout; new cars available from stock.—Newbury Motors (Worcester), Ltd., Forgate St., Worcester. Tel. 2361. [C3146]

DARN IT! We know not quite how to do this car justice by the written word; possibly the most outstanding example of its type and date offered.

1949 (July) Bentley Mark VI, fitted with de-lightful drop head 4-seater coupé by Hooper finished in cream with soft tan leather, upholstered and piled carpets to tone, one owner since new (who we are advised, paid approximately £6,000 for it), works reconditioned full-flow engine fitted a few thousand miles ago, luxuriously equipped, H.M.V. radio, heater, altitude meter, compass, tapley gradient meter, tapley performance meter, etc., new hood and windscreen fitted which have had literally no wear, coachwork and interior in practically mint condition, an outstanding example of how beautifully a car can be kept when properly maintained by the supplying Bentley agents at the direction of a loving owner, this car must be seen for it's really unbelieveable condition to be appreciated, service history available, offered at the very attractive figure of £1,250; exchanges, terms.—H. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]

LATE 1948 Bentley Mark VI, black; £975.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow, Essex. Potter St., 121. [C3036]

BENTLEY (3½, 4½-litre and New 4½-litre)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—
1957 Bentley S series saloon, power-assisted steering, colour mulberry, beige leather, genuine 6,400 miles only, perfect car, supplied new by us; £4,650.

1955 Bentley H automatic gear box saloon, grey, low mileage, 12 months' guarantee; £2,650. SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE Works and Stores, Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1955 R-type Bentley automatic saloon, silver grey and black grey upholstery, well maintained by last owner; price £2,450.

COLLINS AUTO CO. (LANCS), Ltd., Burn New Rd., Sedgley Park, Prestwich, Lancs. Prestwich 1555-4-5. [6088]

1953 Bentley VI saloon, TN series, beautiful car; £1,975. trade preferred, exchanges—Tel. Andover 2326, Mr. Tee. [C3087]

1953 (Oct.) TN series Bentley S.S. black, red hide and grey tyres, an exceptionally clean car, mileage 56,000; £1,975.

1951 Bentley Mk. VI S.S., black, brown leather, taxed recently, engine overhauled by Bentley agents, mileage 56,200, whole car in above-average condition; £1,375.

1951 (Dec. 1950) Bentley S.S., duo grey, grey hide, new tyres, 60,000 miles, two owners, taxed year; £1,250.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

1954 Bentley, standard steel, black, type H, automatic, transmission, radio, etc., history; £2,485.—Odeon Motors, Ltd., Bar 1114. [C3088]

1948 Bentley Mark VI, black with tan upholstery; £895.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. 66304. [C2181]

1938 Bentley Park Ward saloon, originally works car until 1940, only one owner since, complete history available, remarkably fine order; £495.

C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236-72. [3751]

1953 Bentley R type sports saloon, std. steel, auto. gear, grey hide interior, radio, heater, etc., a fine example; £2,450.

B. OSCROFT & CO., Ltd., Dominion House, Castle Boulevard, Nottingham. Tel. 45024. [5954]

£225—1935 3½-litre Park Ward saloon, goes well, oil pressure good, brakes and clutch refined, silencer renewed, cushions remake.—Egham 157. [5951]

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers, reliable used cars in stock. [3800]

1936 (Dec.) Bentley 4½ Park Ward sports saloon, heater, radio, taxed Dec., excellent throughout.—Curfew Garage, Tel. 23, Moreton-in-Marsh. [C2054]

1952 Bentley S.S. sal., big bore, small boot, excellent order, guar.; £1,395.—Clayton's Cars (London), Ltd., 11, Bruton Place, London, W.1. Hyde 9184. [C1050]

£1,199 one owner only, Bentley history and maintained, full flow oil filter engine, superb condition, irreplacable bargain.

AMBBS OF WOOD GREEN (Established 1897); 100 cars, 3 months' written guarantee, exchanges, hire purchase—421-423, High Rd., Finchley 6222. [C2052]

1953 Bentley R type saloon, black Tudor grey with blue upholstery, bench type front seat, genuine mileage 35,500, in new condition; £2,150.—Herbey Robinson, Ltd., Cambridge. Tel. 4461. [5937]

1954 Bentley R-type saloon, de luxe, Tudor grey/red hide, radio, heater, etc., new tubless tyres, engine overhauled, history: £1,195; or exchange small car.—Uplands 1525, 15, Box Ridge Ave., Purley, Surrey. [6101]

1938 Bentley (LE series) 4½-litre drop head coupe by Vanden Plas, new hood fitted, mileage 28,000 since engine rebuilt by Bentley Motors; history available; £575 or offer.—A. Beaumont, Bishop Grange, Beverley, E. Yorkshire. [5720]

1947 (Dec.) Bentley SS saloon, black, completely overhauled throughout, new full-flow engine, new carpets, headlining, etc., fine example; £975.—The Clapton Garage, Ltd., Clapton Mews, Cadogan Square, S.W.1. Kensington 4633-0621. [7898]

1953-4 Bentley R-type big boot sports saloon, black with brown hide, two owners only, unmarked and original, in excellent condition, maintained solely by Bentley distributors, H.M.V. radio, etc.; £1,850 or offers.—Tel. Birmingham, South 2018. [5194]

1949 Standard steel saloon, metallic grey with unmarked and original, in excellent condition, maintained by Bentley distributors, H.M.V. radio, etc.; £885.—Merton Motors, Waltham Garage, Waltham, Nr. Birmingham. Wythall 2121.

1950 (Nov.) Mk. VI Bentley standard steel saloon, in duo grey with red leather upholstery; this car is in exceptional condition having had the most extensive and complete maintenance possible, including new pistons only 5,000 miles ago, brakes and clutch relined, etc., etc., within the last 15,000 miles; probably the best car of its year available, will accept £1,195. Harry Martin, 25, Devonshire Place Mews, London, W.1. Welbeck 3294. [5962]

BENTLEY (PRE-1931)
BENTLEY 1921 5½-litre racing 2-seater, body perfect, offers.—17, The Dock, Lye, Stourbridge, Worcs. [5810]

Bentley Cars Wanted
CASS'S MOTOR MART require good Bentleys—5, Warren St., W.1. Eust. 4110/3523. [W1040]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted
URGENTLY required, post-war Bentleys with good history.
ALTWOOD GARAGE, Altwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076. [W1107]

MASCOT MOTORS, Ltd., offer best prices—237, Kensal Rd., W.10. Ladbrooke 1231-2. [W1307]

1939 overdrive Bentley saloon; full particulars—please—Box 7944. [W1306]

BENTLEY Continental wanted, about 1954/56—Martland Hermitage, Rufford, near Ormskirk, Lancs. [L5807]

R-type T.N. series, low mileage—Chippend Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445/6. [W1046]

VINTAGE 3 & 4½-litre open models wanted—Auto, Ltd., 225, West End Lane, Hampstead, N.W.6. Ham. 5430. [W1150]

1955/55 Bentley saloon wanted, cash or exchange—Euston 7889. Pedigree Cars, 340, Euston Rd., N.W.1. [C3093]

ROWLAND SMITH'S, the Bentley buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

POST-WAR Bentley required immediately—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

DUNCAN HAMILTON & Co. urgently require post-war Bentleys—53, High Rd., Byfleet, Surrey, Byfleet 3101. [W1091]

GEORGE NEWMAN & Co., purchase for cash post-war Bentley cars—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023]

WANTED Several Mk. VI Bentley cars; write, stating condition and lowest cash price—Georgian Lodge, Arlington Avenue, Croydon-by-Sea, Sussex. [W4027]

ARENSTON MOTOR CO., Ltd., want to purchase 1949/1952 Bentley ss. saloon, highest price for really well kept car—28, Albemarle St., London, W.1. Hyde Park 9323. [W1109]

WEYBRIDGE AUTOMOBILES, Ltd., official representatives, attractive prices paid for low-mileage post-war Bentley cars—Queens Rd., Weybridge. Tel. 2233. [0540/R]

BENTLEY or similar used car wanted for cash up to £1,500, required about middle September 1958, must be in first-class order; no dealers—Write Box Z.O.949, Deacons Advertising, 56, Leadenhall St., E.C.3. [S762]

Bentley Spares and Service
JACK BARCLAY (SERVICE), Ltd. See page 89. [S1082/R]

CHARLES FOLLETT, Ltd., officially appointed representatives and repairers—18, Berkeley St., W.1. Mayfair 6266.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnards Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0693/R]

ALL spares, new and secondhand, for all pre-war Rolls, Bentley cars; all repairs and service; specialists in the repair to damaged engines—Crompton, 69, Westow St., Crystal Palace Tel. Livingstone 3362. [0490/R]

BERKELEY
1958 Berkeley de luxe 492cc, 700 miles, taxed £650.—Johns, Euston 2395. [S598]

1957 322cc Berkeley, blue, 5,000 miles, just completed overhaul; £310.—Thatcher, 69, Risca Rd., Newport, Mon. [S615]

Berkeley Spares and Service
ARENSTON MOTOR CO., London distributors. Showrooms: 28, Albemarle St., London, W.1. Spares and service: Steele Rd., Haverstock Hill, N.W.3. [S1105]

BOND MINICAR
MPHW SALES, Ltd., Bubble and Miniature car specialists; New and Used for immediate delivery—Call 23. (Gunn, Gerrard 6055, 186, Holland Park Ave., Queen's Shrubbers Bush Green), 67, Goldsworth Rd., Woking 5231. [0643/R]

Bond Minicar Wanted
ROWLAND SMITH'S, the Bond buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

B.M.W.
1957 model V8 B.M.W., 2.6-litre 4/5-seater de luxe 500 saloon, blue colour, beige leather, Becker Mexico radio; £1,550.—A.N.T., Ltd., Falcon Works, London Rd., Isleworth, Middx. Hounslow 0011. [C2015]

BORGWARD
REG. TIMMS, your Beds and Bucks distributors, offer:

1957 (August) Borgward Isabella TS75 saloon, dark blue with red interior, heater, very low mileage, one careful owner, maintained by us from new and offered with full warranty; £1,750. [C2015]

1957 (July) Borgward Isabella TS75 saloon, dark metallic blue with blue matching interior, fitted with heater, radio, wing mirrors, spot lights, Arbarth exhaust, etc., one fastidious owner, maintained by us from new, offered with full warranty; £1,750. [C2015]

1955 (June) Borgward Isabella TS75 saloon, dark beige interior, fitted with screen washers, Marchal side lights and other extras, one owner, offered with full guarantee at £795. [C2015]

HIRE purchase and part exchanges, demonstrations anywhere, any time—16, North St., Leighton Buzzard, Beds. Tel.: Showrooms 2561, Offce 140. [C2015]

1954 Borgward Hansa 1800D diesel saloon, black/red interior, two owners, over 50 m.p.g.; £785—Hebden Knee Motors, Ltd., Trowbridge 2561. [S761]

BORGWARD

1956 Estate: 1956 Borgward Isabella Combi estate, blue/white walls, radio, heater, outstanding condition; £950. [C2015]

1956 Estate: 1956 Borgward Isabella Combi estate, exceptional condition, maroon beige interior, only used as private car, recorded mileage 11,000; £925. [C2015]

1956 Estate: 1956 Borgward Isabella Combi estate, £925. [C2015]

ODNEY HOWARD & Co., Ltd., sole London distributor for Borgward, offer all new models from stock, including:—

1957 Borgward TS75, dark blue with blue upholstery, fitted Abarth 2000 twin exhaust system, radio, and heater, 10,000 miles; £1,450. [C2015]

1957 Borgward TS75 silver grey with red interior, fitted radio, heater, twin spots, etc., nominal mileage in outstanding condition; £1,095. [C2015]

1955 Borgward 2400 4-door saloon, black with black hide interior, fitted radio, heater and a host of other extras, one owner, 9,000 miles only, in most beautiful condition throughout; £1,095. [C2015]

1955 Borgward 60, black with red interior, fitted radio, Abarth twin exhaust system, most beautiful condition; £865. [C2015]

1955 Borgward 60, grey with red upholstery, fitted radio, new tyres, just resprayed, first-class condition; £845. [C2015]

1955 Borgward 60, nylon grey with red roof, in excellent condition; £845. [C2015]

DEMONSTRATIONS anywhere, any time, hire purchase, part exchanges—16, Albemarle St., London, W.1. Tel. Hyde Park 7166-1527. [C2156]

1955 Borgward Isabella 1500, 34,000 miles, mechanically sound, interior excellent, need repainting externally; £625. [C2015]

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath, Herts. Bushey 3282. [C2119]

BORGWARD Cars Wanted
ODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards—16, Albemarle St., W.1. Tel. Hyde 7166. [C2015]

BRISTOL

1956 1956 series (regd. 8.11.55), ash grey with Egyptian brown upholstery, Michelin SIDS tyres, radio, heater, one fastidious owner; £2,200.—Bolton of Leeds, Ltd., 120, Albion St., Leeds, 1. Tel. Leeds 36036. [C2015]

1956 (gas)—Bristol late 1949 2-litre Type 400 sports saloon, grey, fawn leather, radio, heater, screenwashers, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C2015]

Bristol Cars Wanted

ROWLAND SMITH'S, the Bristol buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [C2015]

Bristol Spares and Service

R. F. FUGGLE, Ltd., Bristol spares parts and Service—Bushy Heath, Herts. Tel. 1685. [S2017]

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail—161, St. Portland St., W.1. Langham 7733. [C2014/R]

BUICKER

1953 Buckler Mark X 2-seater, Ford 1172 second, engine May 1958, new hood; £350.—32, Mayrick Rd., Sheerness, Kent. [6011]

BUGATTI

CHIPSTEAD MOTORS, Ltd., offer:—

TYPE 49 2-door sports coupe, dual red and black, engine just stripped and rebuilt, aluminium wheels; £395.—142, Holland Park Ave., W.1. Park 3445-6. [C2104]

Bugatti Cars Wanted

ANY type if original—C. Arnold, 8, Homestead Way, Northampton. [5409]

Bugatti Spares and Service

SPARES only—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [C071/B]

BUICK

SCOOT CARS offer:—

1955-6 Buick Century, hydramatic transmission, power brakes, power steering, radio, heater, in pale blue and ivory, this car is equal to new. [C2015]

1952 Buick right hand drive, radio, heater, in excellent condition throughout. [C2015]

1951-2 Buick special saloon, radio, heater, as new. [C2015]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C2016]

ERIC WILLIAMS, Ltd., OF WORCESTER, offer:—

WHAT we consider the most well-kept low mileage pre-war Buick V16 NA series Light 6 saloon, in the country today; this magnificent vehicle has been in the original owner's hands since March 1935 when it was first registered; the guaranteed total mileage to date is 29,000 miles only; the colour which is dark blue is in original and unmarked condition, as is the leather, also blue, the plating; the interior is trimmed in real leather also blue, the condition which has to be seen to be appreciated; all the instruments are in full working order; the only non standard equipment on the vehicle are the road wheels, which the owner had changed at considerable expense from the spoke type to wire type; the man, who had our opinion, makes the car more attractive; the car is in excellent condition at the end of the year; the tools, instruction book, spare parts book, etc., are all complete with the car; we invite any inspection of this magnificent vehicle, which you could be the proud owner of for £425. [ERIC WILLIAMS, Ltd., Pierpoint St., Worcester. Tel. 5786. [6111]

1954 Buick Special full grey 4-door sedan, automatic transmission, radio, heater, 27,000 miles, £1,750, seen after 4 p.m. August 31. [C2015]

Buick Cars Wanted

THE Buick buyers—See under American Cars. [SIMPSON'S—Wem. 8691/3903/4422]

BUICK

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Bush House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C2015]

Buick Spares and Service

BLICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willeiden Junction, N.W.10. Tel. Edgar 7911. [C2015]

CADILLAC

MAYFAIR COUNTRY CARS offer:—
FLEETWOOD, superb condition, very low mileage, works maintained; £1,250.—47, Montrose Place, S.W.1. Belgrave 5854. [C2008]

CADILLAC 1951 in blue Hydramatic drive, very good condition; £575.—Tel. Leeks 44771. [C2008]

1951 Cadillac coupe de ville, 2-door pillarless, excellent set covers and many other extras. [C2015]

1956 Cadillac Special 60, power brakes, power steering, automatic transmission, power-operated windows and seat, radio, heater, automatic aerial, in excellent condition, as new. [C2016]

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C2016]

1950 Cadillac 2-door hard top coupe, automatic transmission, radio, heater, outstanding condition, 35,000 miles, £1,750, also 1949 Cadillac convertible, £475.—Joe Thompson (Motors), Ltd., 91-95 Fulham Rd., S.W.3. Kensington 4856. [C2022]

Cadillac Cars Wanted

THE Cadillac buyers—See under American Cars. [SIMPSON'S—Wem. 8691/3903/4422]

CADILLAC

JOE THOMPSON (MOTORS), Ltd., require Cadillacs, 91-95, Fulham Rd., S.W.3. Kensington 4856. [C2022]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Bush House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C2014/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CADILLAC Spares and Service

CADILLAC sole concessionaires: Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C0012/R]

CHEVROLET

S COTT CARS offer:—

1954 Chevrolet de luxe, radio, heater, one owner, £1,150. [C1013/R]

1952 Chevrolet de luxe, radio, heater, outstanding condition. £1,275. [C1013/R]

1950 Chevrolet, radio, heater, choice of 3; from £345. [C1013/R]

SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

Chevrolet Cars Wanted

THE Chevrolet buyers.—See under American cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015]

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom, hold good stock of spares; same day service.—**B. & C. Concessions, Ltd.**, 46/50, Gloucester Avenue, Regent's Park, N.W.1. Primrose 0161. [10677/R]

CHRYSLER

1957 Chrysler De Soto Fire-Sweep, right hand drive, radio, heater, absolutely as new. [C1016]

SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

1939 Chrysler Wimbedon 8676, red interior, excellent general condition; £165. [C1016]

CARS, 592, Greenford Road, Greenford, Middx. Waxlow 2643/4407. [C2057]

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd. offer:—

CHRYSLER distributors will purchase all types of Chrysler spares; 59-65, Belsize Rd., Swiss Cottage, N.W.6. Mai. 5555-2155. [C0643/R]

THE Chrysler buyers.—See under American cars.

SIMPSON'S.—Wem. 8691/3903/4422. [W4015]

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd. offer:—

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mai. 5555-2155. [C0495/R]

CITROEN

LEX. The Ace, of Hertfordshire, offer the largest selection of used Citroens in the country at prices ranging from £290 to £1,375. FOUR months warranty.

LEX. The Ace, North Circular Rd., London, N.W.10. Elgar 5585-9. Week-days 9 a.m. to 7 p.m. or by appointment. [C1314]

CNK MOTORS offer:—

Citroen 6H, sunburst grey, every extra; £745. [C1052]

Citroen Light 15, grey, superb; £465. [C1052]

1949 Citroen Light 15, black/yellow wheels, outstanding; £385. [C1052]

ALL with 3 months' written guarantee.

CKN MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052]

CONNAUGHT ENGINEERING.

SEND.

DISTRIBUTORS DS, ID, and 2CV, demonstrations 7 days a week.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132]

CITROEN 2CV cabriolet 1954; £310. [C1052]

CITROEN Big 15 sal., 1955; £595. [C1052]

CITROEN Big 15 sal., 1953; £475. [C1052]

CITROEN 6 cyl. sal., 1954 series; £495. [C1052]

THE above fully guaranteed cars are offered by Norman's of Westminster. Vic. 2211. [C5934]

SEE Noel Roscoe, Ltd., Showroom Window on page 46. [C3137]

1949 Citroen Light 15, in superb condition, heater; £229. [C1046]

Premier MOTORS, 295, Lewisham High St., S.E.15. Les Green 1051. [C3083]

T. W. HOLLIDGE, Ltd., Citroen agents, sales, service—64, London Rd., Kingston 6201-2-3. [C2124]

1958 Citroen DS9, ivory/red, 15,000 miles, quite new; £1,505. [C1052]

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057]

1952 Citroen 6, one owner, reconditioned engine, 1952 radio, excellent; £375. [C1052]

A FANTASTIC 2CV.—See Lockhart's classified advertisement this issue under Continental Cars.

CITROEN Light 15 saloons, choice of 2 from £275. [C1052]

CORNWALL GARAGE, Stratford Rd., W.8. Western 2616. [C1162]

WORTHING MOTORS, Ltd., always have guaranteed used Citroens.—Broadwater Rd., Tel. Worthing 71. [C1070]

CITROEN Light 15, 1951, reconditioned engine only 3,000 miles, bodywork excellent, black; £380; owner going abroad.—19, Dovedale Rd., S.E.22. For 6022. [C1016]

1952 Citroen Light 15, black, red interior, good condition throughout; £435. [C1016]

FAIRGREEN MOTORS, Ltd., 34-37, Upper Green Heath, Mitcham, Tel. Mit. 3833 and 6153. [C2139]

1952 Citroen Light 15, in superlative order throughout, light grey, cream wheels, fitted windscreen washers and heater, red leather upholstery; £395. [C1016]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Spares and Service

DONALD VINCE OF CROYDON Service and Sales Specialists for Daimler and Lanchester—Kidderminster Rd., Croydon. Tel. 5775 and 1147-8. [0688/R]

DEBNAM MOTORS have been Daimler and Lanchester specialists for years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Kni. 0421.

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services Daimler cars, preselecto box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. [0236/R]

DELAGE

1939 Delage D6/75 saloon by Coachcraft in blue, red interior, twin Windstones, extremely attractive car, taxed December; £350.—Automo. £29, West End Lane, Hampstead, N.W.3. [Ham. 3430]

D.K.W.

1955 (October) D.K.W. de luxe 4-seater fixed head coupe. Pearl grey, one owner; £630. [AFN Ltd., D.K.W. concessionaires—Falcon Works, 400, London Rd., Isleworth, Hounslow 001. [C2015]

DKW sales and service.—B. & M. Garages, Ltd., 42, St. Michael's St. Pad. 6877. [0016/R]

J. H. BARTLETT—D.K.W. 1956 2-door saloon, special sunshine roof, radio, Michelin Tyres, exceptional condition; £725.—27, Fembury Villas, W.11. [Ham. 0523]

1956 D.K.W. Sonderklasse saloon, R.H.D. radio, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2328. [C4087]

FIAT

H. C. PAUL, Ltd.

1957 Fiat 1100 saloon, grey/blue, one owner, 16,000 miles; £650. 1955 Fiat 600 saloon, green, one owner, 14,000 miles; £465.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040]

S&S MOTORS offer:—

S&S Fiat agents.—All new models from stock.

S&S Fiat specialists; service, exchange units and spares.

—1955 600, one owner, many extras, perfect example; 3 months' guarantee; £475.

—1956 600, one owner, 12,000 miles only; £445; choice of 2.

—1956 1100, one owner, carefully used, 12,000 miles, radio and extras; bargain; £575.

S&S London's Fiat specialists have several pre-war 500cc from £90; h.p. and insurance arranged all above.—18, Leinster Terr., W.2. [C4090]

PETER BANTOCK CAR SALES offer:—

1954 Fiat 1400 diesel saloon, 55 m.p.g., one owner, very carefully maintained, l.h.d.; £475.—104, High Rd., Chiswick 2725/5870. [C1014]

MAYFAIR.—New 1100s actually in stock.

MAYFAIR.—New 600s actually in stock.

MAYFAIR.—New 500s actually in stock.

MAYFAIR.—Many highly selected used Fiats in stock with written guarantees.

MAYFAIR—1955 1400, £525; 1955 1100, £535; 1953 1100, £425; 1957 600, £495; 1955 600, £435.

MAYFAIR—1957 600 Multipla, 2-colour tan, one owner, certified 6,000 miles only, brand new and unscratched condition; £650.

MAYFAIR GARAGES, Ltd., Fiat Showrooms, Bishops Bridge Rd., W.2. Amb. 1061 9-6. Sat. 9-5. [C5009]

RICHARDS & CARR, Ltd., are always best value.

1957 1400 B saloon, many extras, immaculate in black and grey; £775.

1957 Fiat 1100 saloon, light blue, immaculate throughout; heater; £595.

1957 500 convertible, 1958 engine modifications, 6,000 miles, almost new; £425.—35, Kinnerton St., S.W.1. Belgrave 3711. [C5045]

HUXFORD & SON, Ltd., offer the following new and used Fiats:—

NEW 600 and 1100; used 1958, 1957, 1956, 1955 600 models; 1957 Fiat 500.—West St., Porchester, Hants. Cosham 76770. Fiat distributors and enthusiasts. [C2127]

1950 Fiat 500cc ohv convertible, heater, economical; £225.—Tel. Mol. 3993. [5768]

1956-7 Fiat 600, beautiful 2-tone, radio, heater, wheel trims, low mileage; £475. [PREMIER MOTORS, 295, Lewisham High St. S.E.15. Lee Green 1051. [C3085/1]

A STONISHINGLY reliable, black, 1954 Fiat Ardita, original condition, 24 m.p.g.; £75.—Speedwell 4191. [6114]

CVR—C. V. Rushmer Automobiles, official agents, immediate delivery new and guaranteed used models.—1957 1100, choice of two from £625.

CVR—1957 600 saloon, showroom condition; £485.

CVR—1957 Multipla, one owner, 14,000 miles; £635.

CVR—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C5061]

FIAT 500c coupe, regd. 1954, excellent condition throughout, any trial; £290 o.n.o.; London area.—Box 8043. [5843]

1955 Fiat 500 Belvedere station wagon, heater, as new; £399. h.p. 3 months' guarantee. exchanges.

PREMIER MOTORS, 4, Central Parade, Bromley Rd., Catford, S.E.6. Hither Green 3998. [C5083]

FIAT 500, 1957, exceptional machinery, tyres, battery, body, lively as a cricket, heater; £155.—Mitchell, Sloane 8487.

!!! Estate: 1955 Fiat Belvedere estate, sun roof, really exceptional condition; £395.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C5093]

FIAT

1956 Fiat 1400 saloon, midnight blue with haze plus interior, one owner, radio, heater, guaranteed; £675. Facilities, part exchange.

J. S. MONRO, Used Car Specialist, Newbury Rd., Andover. Tel. 3006. [0156/R]

1957 Fiat 600, grey, 8,000 miles, guaranteed; £525. Cricklewood Automobile Co., Shoot-up Hill, London, N.W.2. Gia. 4803. [5459]

SEVERAL Fiat demonstration models available, low mileage, perfect condition.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perville 5651. [0076/R]

1955 Fiat Belvedere station wagon, grey/blue, de luxe model, low mileage, convertible top, 50 plus m.p.g.; £480; exchanges terms.—Bray Motors, 180-184, West End Lane, S.W.6. Hampstead 6490. [C1024]

JOHN S. TRUSCOTT, Ltd.—1956 model (delivered December, 1955) Fiat 1100 saloon, grey, exceptionally well kept by one owner; £550; exchanges, delivery terms.—173, Westbourne Grove, W.11. Bayswater 4274. [C1024]

£435—Fiat 500 1954/5, very rare station wagon, sun top, magnificent condition, beautifully maintained, 50mpg; many others; we A.R.A. or R.A.C. exams; hire purchase and h.p. a/c settled; from 1/2 deposit; balance 12, 18 or 24 months to pay; 10% p.a. with 1/2 deposit; cash writing for your car, if you wish to sell; 1, Clarendon Rd., W.11. Park 5066-7. 9 a.m. to 6 p.m. Monday to Saturday. (10.5pds. Holland Park Tube.) [C1017]

Fiat Cars Wanted

GOOD price paid for late Fiat 600.—Tel. Mol. 3993. [5769]

1955 and later models urgently required—35.

GOOD Fiat required immediately.—G. Edwards Amenbury Lane, Harpenden, Herts. [W2000]

PRIVately—1955-6 Fiat 600—Tel. Normanby, Temple Bar 4455 (day), Hampstead 0807 (evening). [5987]

ROWLAND SMITH'S Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

CVR Fiat: top prices.—45c, Holland Park Mews, W.11. Park 5731. [W3061/R]

Fiat Spares and Service

S&S MOTORS, London's largest Fiat stockists—Pad. 6174, Service and repair workshops, fully equipped training mechanism—B1644. [01493/R]

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perville 5651, and officially appointed distributors and dealers throughout the country. [0090/R]

S&S MOTORS pay more for any Fiat; distance W.2. Paddington 6174. [W4090]

CVR Fiat: top prices.—45c, Holland Park Mews, W.11. Park 5731. [W3061/R]

FORD ANGLIA

A1 at Brown's.

1954 (Dec.) Ford Anglia saloon, grey, blue interior, heater, tricitors, parcel tray, recond. engine, taxed year, A1, guaranteed; £295.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. [C1025]

G. E. HALL, Ltd., offer:—

1957 Popular, blue, undersealed, heater, many other extras; £395.—302/308, King St., W.5. Riverside 2881. [C2100]

J. DAVY LTD., Ford dealers.

1958 Popular, one owner, 7,000 miles, in new condition at £60 saving; £380.

180—184, Kensington High St., W.8. Ws. 7181. 180-215, Brompton Rd., S.W.3. Kni. 4215. [C1069]

£335.—1956 Ford Popular.—Below.

£305.—1954 Ford Popular.—Oxford St., George St., W.1. Lee Green 6899. [C3115]

WARRICK WRIGHT, Ltd., offer:—

1956 Ford Popular saloon, black, heater; £355.

WARRICK WRIGHT, Ltd., 338, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

PERRY'S OF BOWES ROAD offer:—

1957 Popular, fawn, red upholstery, excellent condition; £363.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1954 Popular, low mileage; £280.

1956 Popular, low mileage; £325.

HIGH St., Wandsworth, S.W.18. Vandkye 7222 (10 lines). [C4104]

AGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Popular cars always available; 'phone for our list.—Used Car Dept., Perivale 3588. [C1066]

1956 Popular, fawn, one owner, loose covers; £325.—E. J. Baker (Dorking), Ltd., 273, London Rd., Staines 4211. [C5125]

1954 Ford Popular, black, heater and many extras, fine condition; £265; terms.—Hillside 9302 or 8775.

1954 Ford Popular, in very good condition throughout; £275.—Cavendish Motors, Cavendish Rd., N.W.8. Willesden 0046. [C1212]

£335.—1955 Ford Popular saloon.—Cannons Park Motors (adjoining Cannons Park station), Whitchurch Lane, Edgware. Edg. 1387. [C1167]

1954 (November) Ford Popular saloon, black, taxed, excellent condition; £290.—Cattermoles (Garages), Ltd., 93, Pentonville Rd., N.1. Terminus 1001. [C4736]

1958 (June) Ford Popular, less than 400 miles from new, fawn, many extras, taxed year; £395.—Maythorpe Motor Co., 43, Sydenham Rd., S.E.26. Tel. Syd. 6827. [C3133]

1958 Ford Popular, mileage 400 only, as brand new, full guarantee; cost £458; bargain. £417.00-10-348, King St., Hammermith, W.6. Riv. 2537-5.

295—Ford Popular 1956 saloon, fawn/red, heater, twin pass lights, chromed bumpers, parcel shelf, many other extras, written guarantee; choice of 6 terms; exchange list. Open 9-10 days and Saturday.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4108]

Ford Popular Cars Wanted

ROWLAND SMITH'S, the Popular buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD PREFECT

PERRYS OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow [0100. B. WEALD, Middlesex (opp. Bus depot). [C1025]

ERIC HAYES, Ltd., offer:-

1956 (Dec. '55) de luxe Prefect, fitted heater, 10,000 miles, an excellent specimen; £485—15, Bishop's Bridge Rd. W.2. Ambassador 6260. [C1025]

WARWICK WRIGHT, Ltd., offer:-

1956 Ford Prefect saloon, black, red and grey upholstery, heater, 21,000 miles; £525.

W. WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Prefects always available, phone for our list.—Used Car Dept., Perivale 3368. [C1066]

1957 model Prefect, turquoise blue, immac.; £590. [C592]

1957 (Pal. 1978) Prefect, black—Hale Motors, Tot 7771. [C2077]

£475—1955 Ford Prefect de luxe—Offord, 67, George St. W.1. Welbeck 6899. [C3115]

1957 de luxe, green, heater; £575—Campbell Symonds, Perivale 4456. [C1071]

1956 black, radio, heater, underseated, 15,170 miles; £525—Campbell Symonds, Wembley 6262. [C1057]

1956 Ford Prefect de luxe, black, one owner, 1957, £485—F. L. Cranmore, Tel. 2040 Potter, Bas. [C1062]

1958 Newark grey, heater, 2,000 miles only; £575—Fullers of Coombe, Kingston By-Pass, S.W.20. Malden 3666-7. [C2113]

1956 Prefect de luxe, heater, mirror, tax'd one owner; £475—Bowmans Garage, Weybridge 5265. [C1143]

FORD Prefect de luxe 1956, Dorchester grey, red and grey upholstery, heater, garage service, h.p. can be arranged; £475—58, Oaks Cross, Stevenage. [5791]

1956 (July) Prefect, heater, wing mirrors, one owner; £515—Rawlings, Tudor Garage, Ltd., 925-931, Fulham Rd. S.W.6. Renown 2281. [C4132]

1952 one owner, new engine 5,000 miles, excellent condition; £295; terms—Hillside 9302 or 8775. [C2052]

1952 (Sept.) Ford Prefect, black, de luxe model, 1955—1956—Hillside 9302 or 8775. [C2052]

£325—1956 Ford Prefect saloon, one owner—Le Grie Elers, 107, Old Brompton Rd., W.10. [C2055]

1955 (March) Prefect saloon de luxe, neater—4455—Vanderbilt Bros., Ltd., 215, Haverstock Hill N.W.8. Swi 4441. [C4067]

1955 (July) Ford Prefect 1955, very well kept in every way; choice also of several Anglia 1050s. [C1143]

showroom order from £340—Jennings, Richmond 3563. [C1143]

1956 (July) Ford Prefect saloon de luxe, in excellent condition—Cannons Park Motors (adjoining Cannons Park station), Whitchurch Lane, Edgware, Edg. 1387. [C1167]

£485—1956 Ford Prefect saloon, one owner, heater, low mileage, in spotless condition.—Anglia 1050s Garages, 106, Orange Rd., Willesden Green, N.W.10. Willesden 6161. [C1167.1]

1957 Ford Prefect de luxe saloon, colour green, many extras, heater, etc., superior condition, licensed to December; £555—S. V. Robinson, Kimbolton, Huntingdon. Tel. Kimbolton 232. [5875]

1958 (April) de luxe saloon, 7,000, one owner, manumatic, as new, close ratio gear box, 4 branch manifold, underseated, heater, overriders, Ace Rimbellishers, special rear springs, very fast—£800 at £650; terms, exchanges, etc. Tel. 2647—5873. [C1168]

1956 (July) Ford Prefect 1956 de luxe saloon, duo-tone green, check upholstery—Alexander Layzell Hi-Power conversion, overdrive, radio, heater, screen washers, wing mirrors, very carefully used, outstanding performance, written guarantee; terms, exchanges—Rowland Smith below. [C1168]

325 full, used, written guarantee; choice of 2; terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

Ford Prefect Cars Wanted

NEARLY new Ford Prefect required; consider Anglia, Greenways, 81, Alresford Rd., Winchester. [W4087]

ROWLAND SMITH'S, the Prefect buyers; highest cash prices—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FORD ESCORT

A1 at Brown's.

1957 (January) Ford Escort estate car, blue, interior to match, many extras, 15,000 miles only, Al guarantee; £515. [C1025]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

1957 Ford Escort estate, beige with red heater; £550—Richard France, Ltd., 245, High Rd., Tottenham 0355. [C2118]

FORD SQUIRE

PARK MOTORS (KINGSTON), Ltd., offer:-

1956 Ford Squire, heater, one owner, low mileage, immaculate; £495—187-195, London Rd., Kingston-on-Thames. Kingston 7610. [C5124]

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.W.3. Tel. Hillside 6621. [C1057]

1957 Consul convertible, aero, radio, heater; £795—hire purchase facilities available. [C3042]

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.W.3. Tel. Hillside 6621. [C3042]

GUY SALMON AUTOMOBILES offer:-

1957 (October) Ford Consul saloon 8,000 miles only, leather; £725—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

FORD CONSUL

A1 at Brown's.

1955 (April) Ford Consul saloon, black, red interior, heater, 17,000 miles, Al guarantee, £550; another, 1954 (July), in black, red interior, heater, tax'd, Al guarantee; £595. [C1025]

1956 (June) Ford Consul Mark II saloon, black red interior, heater, under 20,000 miles, Al guarantee; £675. [C1025]

1957 (June) Ford Consul saloon, blue, many extras including safety belt, town and country tyres, wing mirror safety flashers, etc., 11,000 miles only, beautifully kept and maintained, spotless condition throughout; £725. [C1025]

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

J. DAVY, Ltd., Ford dealers.

1957 Consul saloon, one owner, ivory, radio, heater, 6,950 miles, comprehensive guarantee; £695—184, Kensington High St., W.8. Wes. 7181. [C1068]

180—215, Brompton Rd., S.W.5. Knt. 4215. 68, North Row, Park Lane, W.1. Hyde 2311. [C1068]

1957 Mark II saloon, grey, heater; £695. [C1025]

1956 Mark I saloon, black, red leather, heater, one owner, £575—Campbell Symonds, Perivale 4456. [C1037]

WOOD & LAMBERT, Ltd., Main Ford dealers.

1957 Consul Mk. II saloon, black with red/white interior, heater, 12,000 miles; £695. [C1025]

1957 Consul Mk. II convertible, grey with red hood, carefully used; £725. [C1025]

1956 Consul Mk. I saloon, dark green, one owner, 1956 excellent example; £545. [C1025]

49, Stamford Hill, N.16. Sta. 5343. [C1025]

ZENITH MOTOR CO., Ltd., offer:-

1957 Ford Zephyr 6 saloon automatic in black with red interior, heater, one owner, 15,000 miles, supplied and maintained by ourselves; £585—591, Commercial Rd., London, E.1. Tel. Stepney Green 1851 (20 lines). [4799]

COOMBS SERVICE STATION offer:-

1955 (Sept.) Ford Zephyr convertible, overdrive, radio, heater, Raymond May twin carburetors, 1954—332, Kings Rd., Chelsea, S.W.3. Maximan 6363. [C1039]

FORD CONSUL

1957 Ford Zephyr 6 saloon automatic in black with red interior, heater, one owner, 15,000 miles, supplied and maintained by ourselves; £585—591, Commercial Rd., London, E.1. Tel. Stepney Green 1851 (20 lines). [4799]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

WARWICK WRIGHT, Ltd., offer:—

1957 (November) Hillman Minx series II special saloon, black, red upholstery, heater, 7,000 miles; £695.**1957** Hillman Minx Series I de luxe saloon, grey and green, heater, 11,000 miles; £695; 1956-58 models in different colours available, all low mileage.**1957** Hillman Minx Series I convertible, grey, red upholstery, radio and heater, 10,000 miles; £795; another in black, similar mileage.**1957** Hillman estate car, grey, red upholstery, radio and heater, 10,000 miles; £845.**1955** Hillman Minx Mark VIII saloon, black, red upholstery, heater, 20,000 miles; £585.**1956** Hillman Minx Mark VIII saloon, green, beige upholstery, heater, 25,000 miles; £575.**1955** Hillman Mark VIII California, red and black, red upholstery, heater, 22,000 miles; £565.**WARWICK WRIGHT, Ltd.,** Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

THE CONTAY MOTOR WORKS, Ltd.

1954 Mark VII saloon, heater, many extras; £460. 18-4a, Southwark Bridge Rd., S.E.1. Waterloo 6162-3. [C1174]**WARWICK WRIGHT, Ltd., offer:—****1954** Hillman Minx Mark VII saloon, green, fawn upholstery, heater; £485.**1954** Hillman Mark VII California, ivory and black; £525.**1953** Hillman Minx Mark VI saloon, green, fawn upholstery; £435.**1946** Hillman Minx saloon, black, heater; £210.**WARWICK WRIGHT, Ltd.,** 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

PERRY'S OF BOWES ROAD offer:—

1956 Series I Minx, radio, heater, Rapier-type trim, radio and exhaust, twin carbs, etc., ivory/yellow; £695.**1954** Hillman estate car, grey, very low mileage; £515.**W. HAROLD PERRY, Ltd.,** Perry's Corner, Bowes Rd., N.W.11. Enterprise 4404. [C3128]

CENTRAL GARAGE (CROYDON), Ltd.

1958 Hillman Minx de luxe saloon, in black, one owner; £750. Central Garage (Croydon), Ltd., Fell Rd., Croydon 7464. [C1098]**GUY SALMON AUTOMOBILES** offer:—**1957** (model) Hillman Minx convertible, Alexander conversion, overdrive, radio, heater, 12,000 miles only, one owner, scintillating performance, faultless condition; £795.**1956** Hillman Minx Mark VIIIIA Gay Look, blue and ivory/red leather, recently fitted new tyres, low mileage, really faultless condition; £545. Portsmouth Rd., Thames Ditton. Emberbrook 5551-2. [C4001]

JACK ALPE offers immediate delivery:—

NEW Hillman estate car, light gun grey, red upholstery, 4-door, 18-4a, Southwark Bridge Rd., S.E.1. Waterloo 6162-3.**NEW** Hillman convertible coupe, thistle grey, red upholstery.**NEW** Hillman de luxe saloon, duo grey, grey upholstery.

JACK ALPE, 50, Marylebone High St., W.1. Welbeck 1124. [C1103]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Hillman Minx saloon, reconditioned engine, front suspension, etc., good condition; £369.**1956** (October) Hillman Minx series I saloon, pearl grey and blue, good condition throughout; £645. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]**1956** Hillman Minx, black, excellent condition; £495.**MONTRÉO MOTORS** (N. H. Bowes), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2.**1956** Hillman Minx Mark VIIIIA Gay Look saloon, heater; £560. Hounslow 9644. [C4106]**1956** model Hillman Minx, ohv engine, one owner, 1956 seats, low mileage; £485.**PREMIER MOTORS**, 369, Well Hall Rd., Eltham, S.E.9. Eltham 2229. [C3083]**1958** Minx convertible, radio, heater, works mileage; pippin red; £375.**1956** Minx de luxe Mark VIIIIA, one owner, immaculate; £575.**PHENIX MOTORS**, Ltd., Oxford Rd., Gerrards Cross, Denham 2716. Gerrards Cross 2545. [C3141]**1957** Hillman Minx 1957 model Series I de luxe saloon, heater, one owner, exceptional, written guarantee; terms, exchanges.—Rowland Smith, below.**1956** Hillman Minx 1956 Phase IV estate car, duo-tone grey, blue, gold and silver, rear seating, very well used, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

CAMDEN MOTORS for Hillmans.—See selection from our stock on full-page advert, page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]**1957** series Hillman Minx convertible, 12,000 miles only, one owner, radio, heater, etc., beautiful condition, colour antelope and red leather; £695.**1956** Californian, one owner, two-tone, most beautiful condition, heater; £595. Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Hampstead 9661. [C3111]**1955** Mark VIII saloon, black with brown leather, heater; £475.—One, Lambolle Place, N.W.3. Hampstead 1222. [C6061]**1955** Hillman perfect; £450.—Bruce France, 20, Cromwell Mews, South Kensington. Flaxman 0513. [C2096]

HILLMAN

BEART & Co., Ltd., offer:—

1956 Hillman California saloon, in magnolia, black, many extras including radio, heater, loose covers, wing mirrors, one owner and under 5,000 miles; £645. 102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081]**NOV.** 1956 Minx de luxe, one owner, genuine 20,000 miles, extras, as new condition; £625.—Esher 2255. [C4086]**1956** Hillman California, cream and red, one owner, genuine 9,000 miles only—Box 8018. [C528]**1954** Hillman Minx saloon, black, heater; £415. 5433, Maida Vale 4801, after 6.30 Gladstone. [C6016]**1958** (August) Hillman saloon de luxe, 250 miles only; £775.—Adams Garage, Tel. Aylesbury 4565. [C6098]**1951** series Minx saloon Mk. IV, heater, black, exceptional; £349.—Bridge Motors, Leatherhead 2564. [C1136]**1956** Hillman, fitted with Thompson Taylor and controls, showroom condition.—Price, Crayford 7595.**1957** Hillman series I, heater, seat covers, immaculate; £665.—Robbins, East Putney, Tel. 7681. [C3010]**1958** series II convertible, Pippin red, light grey trim, radio, immaculate; £815, all facilities exchanged. [C528]**S. MONRO**, Used Car Specialist, Newbury Rd., Andover, Tel. 3006. [C4579]**1957** Hillman Minx Series I saloon, grey/blue, fitted heater, choice of 5; £695.—Hale Motors, Tot. 7771. [C2077]**1957** Hillman Minx saloon d.l., storm lilac, as new; £685.—Dobsons, Ltd., Hillman Agents, Staines 801. [C1074]**1954** Minx coupe, immaculate condition, one owner; £455.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [C5888]**1955** (September) Hillman Mark VIII convertible, heater, radio and spot lamp, whole car excellent condition; £805. Val 1441. [C3120]**1955** California hardtop, black and ivory, heater, £4,000; £3,000; £2,000; £1,000; £500. [C1037]**1956** Minx, California, black red, one owner, 10,000 miles; £575.—Vanderwell Bros., Ltd., 215, Haverstock Hill, N.W.3. SWL 4441. [C4067]**1953** Hillman Minx convertible, maroon, natural hide interior, low mileage; £395, exchanges, terms.—Bray Motors, 180-184, West End Lane, Croydon, S.E.4. [C1024]**1953** (June) Hillman convertible, new beige trim, heater, covers, excellent; £415. Howard, Verona, Danybry Ave., Radyr, Cardiff. Radyr 169. [C5797]**1956** Hillman Minx convertible, ivory with red interior, extras, a most attractive car; £535.—Wood and Lambert, Ltd., main Ford dealers, 49, Stamford Hill, N.16. (Sta. 3434). [C4093]**1956** Hillman Minx Mark VIII de luxe saloon, black, red leather, heater, 27,000 miles only; £545.—"Victory" Garage, Primrose Gdns., London, N.W.3. Tel. Primrose 2242. [C5714]**1956** Hillman Minx, a choice of several in stock, including 1957-8 Minx 4-door, radio, heater, £395. 1956, 1955, 1954 and 1953 models.—Eaton 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]**MICHAEL CHRISTIE MOTORS** for the beautiful Alexander Minx, with 1.5-l. 6-cyl. eng., Laycock overdrive on third and top, centre gear-lever and restyled coachwork; send for "Autocar" road test.**MICHAEL CHRISTIE MOTORS**, Aylesbury 4727. [C1098]**1956** Hillman Minx Mark VIII special saloon, grey with red upholstery, a very attractive car in good condition, 20,000 miles; £525.—Coles Garages, Ltd., 42, Worples Rd., S.W.19. Wimbleden 0195 and 96-98, Ewell-by-Pass. Ewell 2595. [C1054]**1956** Hillman Minx Mark VIII de luxe saloon, grey with red upholstery, a very attractive car in good condition, 20,000 miles; £525.—Coles Garages, Ltd., 42, Worples Rd., S.W.19. Wimbleden 0195 and 96-98, Ewell-by-Pass. Ewell 2595. [C1054]**1956** Hillman Minx Mark VIII special saloon, grey with red upholstery, a very attractive car in good condition, 20,000 miles; £525.—Coles Garages, Ltd., 42, Worples Rd., S.W.19. Wimbleden 0195 and 96-98, Ewell-by-Pass. Ewell 2595. [C1054]**1956** Hillman Minx 1956 Phase IV estate car, duo-tone grey, blue, gold and silver, rear seating, very well used, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**1956** Hillman Minx Mark VIIIIA Gay Look saloon, heater; £560. Hounslow 9644. [C4106]**1956** model Hillman Minx, ohv engine, one owner, 1956 seats, low mileage; £485.**PREMIER MOTORS**, 369, Well Hall Rd., Eltham, S.E.9. Eltham 2229. [C3083]**1958** Minx convertible, radio, heater, works mileage; pippin red; £375.**1956** Minx de luxe Mark VIIIIA, one owner, immaculate; £575.**1956** Hillman Minx 1957 model Series I de luxe saloon, heater, one owner, exceptional, written guarantee; terms, exchanges.—Rowland Smith, below.**1956** (October) Hillman Minx series I saloon, pearl grey and blue, good condition throughout; £645. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]**1956** Hillman Minx, black, excellent condition; £495.**MONTRÉO MOTORS** (N. H. Bowes), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2.**1956** Hillman Minx Mark VIIIIA Gay Look saloon, heater; £560. Hounslow 9644. [C4106]**1956** model Hillman Minx, ohv engine, one owner, 1956 seats, low mileage; £485.**PREMIER MOTORS**, 369, Well Hall Rd., Eltham, S.E.9. Eltham 2229. [C3083]**1958** Minx convertible, radio, heater, works mileage; pippin red; £375.**1956** Minx de luxe Mark VIIIIA, one owner, immaculate; £575.**1956** Hillman Minx 1957 model Series I de luxe saloon, heater, one owner, exceptional, written guarantee; terms, exchanges.—Rowland Smith, below.**1956** (October) Hillman Minx series I saloon, pearl grey and blue, good condition throughout; £645. D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009]**1956** Hillman Minx, black, excellent condition; £495.**MONTRÉO MOTORS** (N. H. 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

KJ MOTORS, Ltd., offer:-

1957 Humber Super Snipe fitted with Borg-Warner automatic transmission, this car is finished in grey with grey leather upholstery and is fitted with heater, radio, sun roof covers, it has only covered 5,000 miles since new and is an opportunity to acquire a low mileage automatic saloon at a very reasonable price. £995.

WIDMORE Rd., Bromley. Ravensbourne 3465. [5927]

TOM GARNER, Ltd., offer:-

1957 Humber Hawk Series I saloon, black, 7,000 only. £1,125.

1951 Humber Pullman Mk. III 7-passenger limousine, black, heater, radio, leather throughout. £1,045.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [C2020]

GREENHILL MOTOR Co. offer:-

1954 (1955 model) Humber Super Snipe, black; £625.—Marsh Rd., Pincher, Middx. Pincher 9888. [C2125]

WARWICK WRIGHT, Ltd., offer:-

1957 Humber Hawk Mark VI de luxe saloon, black, red upholstery, heater, 15,000 miles. £825.

1956 Humber Super Snipe Mark IV (overdrive) saloon, black, red upholstery, heater, 35,000 miles. £795.

1955 Humber Super Snipe touring limousine, black, red upholstery, heater, 20,000 miles. £650.

1957 Humber Super Snipe (automatic) saloon, dual red upholstery, radio and heater, 17,000 miles. £825.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050. [C4045]

ZENITH MOTOR CO., Ltd., offer:-

1956 Humber Hawk saloon, black with red interior, one owner, guaranteed 25,000 miles, nearly new condition, fully guaranteed. £785.—Commercial Rd., London, E.1. Tel: Stepney Green 1851 (20 lines). [4799]

WARWICK WRIGHT, Ltd., offer:-

1953 Humber Hawk Mark V saloon, grey, heater. £475.

1955 Humber Hawk Mark VI saloon, cream and beige, radio and heater. £650.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

WEYBRIDGE AUTOMOBILES offer:-

1956 Humber Hawk de luxe saloon, dual grey with red interior, extras include radio, heater, Webasto sun roof, very good condition throughout. £645.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]

1951 Humber Super Snipe, green; £295.

MONTRÉAL MOTORS (N. H. Boswell), 91-95, Epsom New Rd., Burkhill Hill, Essex. [C5088]

HENDON CENTRAL GARAGE, Ltd., offer:-

1955 series Humber Hawk with overdrive; £595.—Watford Way, Hendon Central, N.W.4. Tel: Hendon 8084-5. [C2034]

NEW Humber Super Snipe automatic; old list. £411. [C4111]

1954 Humber Hawk Mark VI, ohv, radio and heater; £655.

JACQUILER, Ltd., 229, Hammersmith Rd., London, W.6. Tel: Riverside 6677-8. [C2043]

1952 Humber Super Snipe, excellent condition throughout. £345.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016]

H EARS! We are building deck and bearers on the 27th chassis; inspection invited.

A LPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond. [C1102]

1956 Humber Hawk saloon, heater, one owner, green with beige interior; £745.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

A & S Ltd. Humber Pullman and Imperial seven passenger cars. See under Limousines.

A LPE & SAUNDERS, Ltd. (Limousines Purchased) A Providence Court, North Audley Street. [Near Selfridges.] Mayfair 2941. [C1008]

1955 Hawk, overdrive, radio, heater, Alpine mist, bright red trim, guaranteed; £665, all facilities, exchanges.

J. S. MONRO, Used Car Specialist, Newbury Rd., Andover. Tel: 3006. [4578]

1956 Humber Hawk, blue/grey, heater, excellent condition, available early Sept.; £675.—Purfleet 5149. [5995]

1955 model Humber Hawk, heater, etc., one owner. £550.—Modern Service Garage, Wimbleton 5155. [6057]

!!! Estate: 1956 Humber Hawk estate, heater, very nice condition; £625. Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C5093]

1956 Humber Hawk saloon, in black, fitted with heater and wing mirrors, moderate mileage, one careful owner; £715.

1957 Humber Hawk saloon de luxe, heater, maintained by us, fully recommended and guaranteed in outstanding condition; £875.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., St. Neots, Cambs. [C5044]

1956 (1951) Humber Super Snipe saloon, clean car. £245.—Le Grice, Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055]

1957 Humber Hawk de luxe saloon, finished in black with red upholstery; a most perfectly maintained car; £795.

THOMPSON-DOXEY, Ltd., 109-119, East Bank St., Southport. [C4120]

HUMBER

PULLMAN 1951/1954 seven-passenger limousines: see our exceptional privately owned selection under limousines.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1 (near Baker Street Station). Welbeck 1124. [C4105]

1953 (Oct.) Humber Super Snipe saloon, black; £75. H. E. Griffin Motors, Ltd., Haywards Heath 595. [4913]

54 Humber Hawk Mark VI, overdrive, loose covers, etc., excellent condition, one owner; £545.—Poland Street Garage, 81, Poland St., W.1. Ger. 9010. [C5138]

NEW type Humber Hawk, 1,000 miles only, radio, spot lamps, Ace Rimbellishers, whitewall sides, badge bar, etc., as brand new; £1,195.—Pad. 4511. [5359]

1951 Humber Hawk Mark IV, black, fitted radio and heater, an excellent runner; £350.—Cut Mill Garages, Ltd., Bosham, Sussex. Tel: Bosham 2917. [5497]

HUMBER

HUMBER Hawk Mark IV de luxe, 15,000 miles; £825.

Humber Super Snipe Mark IV (overdrive) saloon, black, red upholstery, heater, 35,000 miles; £795.

Humber Super Snipe touring limousine, black, red upholstery, heater, 20,000 miles; £650.

Humber Super Snipe (automatic) saloon, dual grey/red upholstery, radio and heater, 17,000 miles; £825.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050. [C4045]

1955 (May) Humber Super Snipe, grey/red upholstery, one owner, heater, H.M.V. radio, tax, very fine condition; £585.—Ireland's Garage Limited, Parkfield Road, Wolverhampton. Telephone 573722. [5866]

1958 (Feb.) Humber Hawk saloon, as new, colour mist and seal grey with red upholstery, heater, overdrive, etc., guaranteed mileage only 7,000, serviced by us since new, 3 months written guarantee; £1,200. Tel: off. 7-7. [C5044]

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1958 (Feb

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR MARK VII

EATON MOTOR Co. offer:—

1955 Jaguar Mk. VII M, overdrive, one owner, pastel blue with blue interior, spotless condition. £775.**1954** Jaguar Mk. VII, overdrive, grey with red interior, radio, exceptional, past Al by makers. £725.**EATON MOTOR Co.**, Eaton Socon 236 (St. Neots). [C2114]**L**EFT-HAND drive Jaguar VII 1952, 4,400 miles, excellent condition. £450.—Box 8048. [5900]**1956** Mark VII M Jaguar automatic, fitted H.M.V. radio, one owner, small mileage, perfect condition. £950. [5869]**E**XCHANGES.—Abbotts Garage, Ltd., Earls Barton, Northants. Tel. Earls Barton 344. [5869]**1955** Jaguar Mark VII series M saloon, overdrive and heater, low mileage; £845.—Hale Motors, Tot. 7771. [C2077]**1954** Jaguar Mark VII, registered January, 1955, one owner, radio, etc., extremely well maintained. £675. [5865]**JACQUIER**, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2034]**1956** Jaguar Type M, automatic saloon, ivory with red leather, radio, immaculate: £955.—Dinnings, Haywards Heath 1466. [6025]**1953** Jaguar Mark VII saloon, grey with red interior, in exceptional condition, taxed: £545.—Clerkenwell 4425. [6080]**1953** (Feb.) Mk. VII, colour black, tan hide, radio, nominal mileage; £525.—Ing's Garage, Maidenhead 2149. [C2119]**1955** Jaguar Mk. VII M type, beige with red interior, fitted radio and heater, whole car in superb condition: £775.**WEST STREET MOTORS** (LONDON), Ltd., 66, London Rd., Tooting Junction S.W.17. Mitchell 5281. [C4097]**1953** Jaguar Mark VII, new engine just fitted, one owner, radio, low mileage. £685.—Robbins, East Putney. Tel. 7881. [C3010]**1955** M-type Jaguar, grey, one owner, all extras; £895.—Manx Autos, Ltd., 18, Fitzroy St., London, W.1. Euston 2587. [C5001]**J**H. BARTLETT.—Jaguar 1955 Mark VII M type saloon, recorded mileage 16,000, one owner, radio, every extra, superb condition: reduced to £795.—27, Fembrey Villas, W.11. Bayswater 0523. [C1013]**1956** model Jaguar Mark VII M automatic, blue, one owner, £755.—Park Garage (Molesley), Ltd., Hampton Court Way, Molesley, Surrey. [C3037]**1957** 1952 Jaguar Mark VII saloon, overdrive, Motorola radio, many extras, just restored, grey looks £1,000 value, accept £425.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]**1954** (Aug.) Jaguar Mark VII saloon in British racing green with brown upholstery, fitted overdrive, Motorola radio, Ace Rimblissers, extra spot lamps, taxed Dec., mileage 31,622; £695.**T**HIS saloon is in superb condition and can be seen 9 a.m. to 6 p.m. any day except Sunday at Marsh of Chorley, Ltd., Longworth St., Pall Mall, Chorley, Lancs. Tel. 4375 Chorley. [5772]**£550**—Jaguar Mk. VII 1954 super specimen, sun roof, H.M.V. radio, heater, spots, disc twin mirrors, perfect tyres, top mechanical condition, directors car, only needs to be viewed, taxed.—Harris (West End) Shirts, Ltd., Bal. 4519, Bal. 0706. [5900]**£555**—Mark VII saloon, 1954, overdrive and heater, one owner from new (medical practitioner), immaculate appearance.—John Ewer Motors, 28, Rosslyn Hill, Hampstead, N.W.3. Swiss Cottage (B'ham), Ltd., 1a, Lincoln St., Balsall Heath. Tel. Calthorpe 3751-2. [5621]**1954** Jaguar Mark VII, grey, 51,000 miles, radio, a really good car, regularly serviced and unmarked: £610; for sale privately or exchange 3.4.—Kennet Assemblies Ltd., Cardiff Rd., Reading. Tel. 50458. [6037]**1955** M type saloon, black and grey, red interior, one owner, town and country tyres, overdrive, heater, etc., outstanding condition, taxed year: £725.—Merton Motors, Wythall Garage, Wythall, Nr. Birmingham. Wythall 2150. [5702]**1953** (May) Jaguar Mark VII, black, red leather, excellent condition, radio, heater, spots, wing mirrors, Ace Rimblissers, sun roof, new Firestones, spare unused, recent complete engine overhaul, bill £795, superb appearance: £955.—Letchworth 1717. [5921]**1955** Jaguar Mark VII M type with overdrive, Birch, with red interior, a really immaculate car in first-class mechanical condition, radio, heater, wing mirrors, spot lamps and Ace Rimblissers: £755.**1954** Jaguar Mark VII, 2-tone grey and green with green leather interior, excellent bodywork and chrome, mechanically sound throughout; many extras fitted, including radio, heater, spot lamps, seat covers, screenwashers and turbo discs: £685.**VICTORIA CAR SALES**, Ltd., Verulam Road, St. Albans. Tel. 56051. [5662]**AUTOMOBILIA**, Ltd., offer:—1955 Jaguar Mark VII M type 4-door de luxe sunshine saloon, black, silver, red leather, overdrive, radio, heater, twin Marchals, screenwashers, low mileage, excellent condition: £795.—Plough Corner Garage, Byfleet 22. [C1148]**1953** almost new tyres: this car is in specimen and unmarked condition throughout: 38,000 miles; service records available: £595.—Richards Automobiles, Ltd., 320, Harrow Rd., Wembley. Tel. Wembley 6596. [5616]**525**—Jaguar 1954 Mark VII de luxe saloon, pastel blue, sliding head, grey leather, radio, heater, screen washers, written guarantee; choice of 2; terms, exchanges; list: open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6641. [C4018]**1956** series (Nov. '55) Jaguar Mark VII type M saloon, sliding roof, black/beige interior, overdrive, heater, radio, windscreen washers, genuine 20,050 miles, thoroughly recommended at £875.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue, Acton, W.3. Acorn 3224. [5919]

JAGUAR MARK VII

1953 Jaguar Mark VII saloon, radio, excellent condition, Michelin X. £525.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]**Jaguar Mark VII Cars Wanted** ALMOST new Jaguar Mk. VII required immediately. A—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016]**DUNCAN HAMILTON** without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR MARK VIII

HHENLYS, Ltd. WE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [10657/R]**LEX** WEMBLEY Court Motors. **JAGUAR Main Dealers.****57** Jaguar Mk. VIII automatic, two-tone maroon, radio, 10,000 miles; £495.**58** model Jaguar Mk. VIII automatic, two-tone grey, radio, 7,000 miles; £1,495.

FOUR months' warranty.

LEX GARAGES, Ltd., High Rd., Wembley, Middx. Wembley 6787. [5885]**CAR MART**, Ltd.,**O**FFER with 6 months' guarantee.**£1650**—Jaguar 3½-litre Mark VIII, sliding head, overdrive, radio, heater. Reg. 1958.**CAR MART**, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]**CHIPSTEAD MOTORS**, Ltd., offer:—**1955** Mark VIII, B.R.G. beige, radio, overdrive, low mileage: £495.—142, Holland Park Ave., W.11. Park 3445-6. [C1046]**H**ENLYS offer with 4 months' guarantee:—**1957** Jaguar Mark VIII saloon, overdrive, one owner, British racing green with tan interior. £1,495.**HENLYS**, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0381-9782. [6054]**S. H. NEWSOME & Co., Ltd.**, Jaguar specialists, offer:—**1957** Mark VIII saloon with automatic transmission and individual front seats, dual grey, red upholstery, radio, taxed year, one owner, 10,000 miles; £1,560.**S. H. NEWSOME & Co., Ltd.**, Jaguar Distributors, Corporation St., Coventry. Tel. 25061. [C5145]**£1545**—Jaguar Mark VIII, 1957, automatic, low mileage, many extras, terms and arrangements arranged.—Valentine 4674. [T9032]**1957** Jaguar Mark VIII automatic, 11,000 miles, radio, as new: £1,465.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]**JAGUAR** Mark VIII automatic saloon, 1,300 miles only, this car is fitted with every conceivable extra including overdrive, and as grand new throughout, opportunity at only £1,795.—Lundale Street Motors (B'ham), Ltd., 1a, Lincoln St., Balsall Heath. Tel. Calthorpe 3751-2. [5621]**1958** Jaguar Mark VIII saloon, finished in 2 shades of grey with red upholstery, Borg Warner automatic transmission, bucket front seats, sliding roof, Michelin X tyres, etc., absolutely mint condition with original managing director's car, mileage under 5,000; £1,775.**MICHAEL CHRISTIE MOTORS**, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]**1957** Mark VIII black saloon with blue interior, 9 to 1 compression engine, close ratio gearbox, high axle ratio, many extras, including Michelin X, no doubt one of if not the quietest Mark VIII's on the road, one titled owner: £1,425.—Motorworks (Chaffont), Ltd., Gerrards Cross 2051. [5603]**Jaguar Mark VIII Cars Wanted** DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR 2.4

HHENLYS, Ltd.**WE** have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [10661/R]**LEX** JAGUAR 3.4, grey, overdrive: £1,495.

FOUR months' warranty.

LEX GARAGES, Ltd., High Rd., Wembley 6787. [5885]**WEYBRIDGE AUTOMOBILES** offer:—**1957** Jaguar 3.4 saloon, special equipment, syncromesh and overdrive, Cossidale blue with grey interior, fitted radio, one owner, 14,500 miles only, superior condition throughout: £1,525.**WEYBRIDGE AUTOMOBILES**, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4094]**HENLYS** offer with 4 months' guarantee:—**1957** Jaguar 3.4-litre saloon, Borg-Warner, one owner, Pacific blue with grey interior: £1,595.**HENLYS**, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [6102]**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—**JAGUAR** 3.4 saloon, British racing green with green hide interior, bench seat, automatic transmission, disc brakes, ex-proprietor of director of Jaguar cars, special 9.1 compression ratio, terrific performance: £1,650.**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. [C1057]**1957** Jaguar 3.4, automatic gearbox, disc brakes, £1,635.**1958** (June) Jaguar 3.4, disc brakes, wire wheels, 21,000 miles, specially finished in red with black leather, H.M.V. radio, absolutely as new, cost over £2,000, accept £1,575.**WOKING MOTORS** (Maybury Hill), Ltd., Woking, Surrey. Woking 4277. [C4057]**1957** Jaguar 3.4-litre, overdrive, 8,000 miles, one owner: £1,600.—Wards Garage, Tunbridge Wells. Tel. Southborough 1000. [6099]**1957** Jaguar 3.4 saloon, automatic gearbox, quite exceptional, exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087]**1958** (April) Jaguar 3.4 automatic, maroon with red interior, 1,500 miles, turbo discs, taxed Dec., £1,500; terms, exchanges.—Eastville Motors, Stapleton Rd., Bristol. Tel. 5197. [5908]**1957** Jaguar 3.4 automatic saloon, finished in battleship grey with red hide, a long mile, one owner, car—Tel. Mr. Ingolby, Wessex Motors, St. Cross Rd., Winchester. Tel. 5555. [C4087]**1958** Jaguar 3.4, one owner, wire wheels, disc brakes, overdrive, Michelin X, as new.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR 3.4

1957 3.4-litre automatic finished in Sherwood green with green leather interior and fitted turbo discs, supplied and maintained by us, 11,000 miles; £1,525. **KJ MOTORS, Ltd., Bromley.** Ravensbourne 3456.

KJ 1957 Jaguar 3.4 saloon, automatic gear box, grey with red interior, H.M.V. radio, Webasto sun roof, underdrive, radio, heater, disc wheels, numerous to describe, has only done a small mileage in the hands of an extremely fastidious owner; offered at £1,695.—Clerkenwell 4425. [6079]

Jaguar 3.4 Cars Wanted

3.4 Jaguar with overdrive wanted; must be genuine low mileage.—Tel. Reading 50458. [6036]

A ALMOST new Jaguar 3.4 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885.

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR XK120

HENLYS, Ltd.

WWE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0656/R]

SWANMORE GARAGE offer:-

1954 XK120 Jaguar drop head coupe, in pastel green with grey interior, only 22,000 miles from new and completely immaculate, special equipment engine and disc wheels; £225.—Christchurch Rd., Boscombe East, Southbourne 43344. [C4024]

SWANMORE GARAGE, Ltd., offer:-

1954 series XK120 fixed head coupe, pale green with green interior, special equipment engine, but otherwise unmodified; £675.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024]

D

1954 XK120 d.h.c., fitted whitewall tyres, luggage rack, unmarked throughout; £795. [C1091]

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

1954 Jaguar XK120, fixed head, genuine 22,000 miles by one previous owner; £795.—

ALFRED FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rusholme 2874. [C2111]

1951 XK120 hard top in very good condition throughout; £475. [C475]

Scott CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1953 Jaguar XK120 fixed head coupe, radio, small mileage, perfect condition, first registered 20/8/53. [C4024]

HAROLD LEVERTON & Co., Ltd., Broad St., Spalding. Tel. Spalding 5221. [5856]

51 hardtop, £300 in Germany, engine reconditioned by agents 2,000 miles ago, 5 excellent tyres, sound.—Box 8026. [5853]

1952 Jaguar XK120, wire wheels, C-type modifications, radio, heater, etc.; £545 o.n.o.—Burroughes, Chediston Grange, Halesworth, Suffolk. [5536]

1954 XK120 d.h. coupe, black, twin exhausts, new road speeds, radio, heater, 25,000 miles, excellent condition; £745.—Luker, 76, Lechlade Ave., Shoebury 2336. [5889]

1954 XK120 convertible, 28,000 miles, twin exhausts, new road speeds, a most immaculate example; £775.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2354. [C4081]

1954 XK120 f.h.c., only 12,000 miles, suede green, original tyres, spare unused, unmarked coachwork, fitted high lift cams, twin exhausts, improved brakes, high ratio axle, heater, screen washers, etc.; £850. For full particulars, Luke, 46, Ilford Lane, Ilford. Ilford 2939. [5695]

Jaguar XK120 Cars Wanted

D

JAGUAR XK140

HENLYS, Ltd.

WWE have all models of Jaguar.—For addresses of showrooms see advertisement under "Jaguar Miscellaneous." [0656/R]

KENNINGS, Ltd., offer:-

1956 XK140 fixed head, light blue, radio, other extras, 12,000 miles only; £1,100. [C3030]

ROSE & YOUNG, Ltd., offer:-

1956 XK140 drop head coupe, 11,000 miles only, fitted overdrive, H.M.V. radio, immaculate specimen, antique green; £1,025.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill station). Tulse Hill 6464. [C3057]

D

1955 Jaguar XK140 f.h.c., black, red interior, one owner, overdrive, radio, outstandingly kept car; £1,035. [C1091]

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

STURGES, Leicester—Jaguar distributors.

1956 Jaguar XK140, B.R.G./tan, C type head, dual exhaust, wire wheels fitted with nearly new Michelin tyres, many extras. Chauffeur kept by titled owner, never driven hard, never a scratch on it; £1,250. [5909]

118 Charles Street, Tel. Leicester 20035/5792.

118 Charles Street, Tel. Leicester 20035/5792.

1955 Jaguar XK140 hard top, low mileage, one owner, radio, etc.; £995.—Mansfield Autos Cars, 16, Fitzroy St., London W.1. Euston 2587. [C3001]

JAGUAR XK140

CHIPSTEAD MOTORS, Ltd., offer:-

1956 model d.h. wire wheels, dual exhausts, four washers, etc., one careful owner only, immaculate. B.R.G.; £1,085.—142, Holland Park Ave., W.11. Park 5445-6. [C1046]

1955 XK140 drop head, black and white hood, overdrive, radio, heater, and host of other extras; £895. [C1046]

Scott CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

1956 Jaguar XK140 fixed head coupe, overdrive, one owner, British racing green with green interior; £1,225. [C1091]

PASS & JOYCE, 184, Great Portland St., W.1. W.1. W.1. [C1091]

1956 XK140 drophead coupe, beige with green interior; £1,225. [C1091]

1956 XK140 drophead coupe, beige with green interior; £1,225. [C1091]

MJ. HUGHES, Ltd., 19, The Highway, Beaconsfield, M. Tel. 644. [4370]

'56 Jaguar XK140 f.h. coupe, grey, radio, heater, o.d. drive, spot and fog lamp, taxied for year, low mileage; £1,195. [C1091]

'55 Jaguar XK140 d.h. coupe, green, radio, heater, etc.; £1,150. [C1091]

G & OSCROFT & Co., Ltd., Dominion House, Castle G. Boulevard, Nottingham. Tel. 45024. [15924]

JACK ROSE, Ltd., offer 1956 model XK140 fixed head coupe in pale blue and grey interior, one owner, almost spotless condition; accept £995.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C1056]

'885—1956 140, Roadster, one titled owner, full C-type engine, 2in carbs, lead bronze bearings, wire wheels, etc., regularly serviced, terms of change.—Station Garage, Kings Heath, Birmingham. Tel. Highbury 1413. [6010]

JAGUAR XK150

R. S. CURRIE & Co., Ltd.

1958 (October '57) XK150 hard top, special equipment, finished in ivory, with red leather interior, disc brakes, this car is in excellent condition having covered 12,500 genuine miles only; £1,625.—105, Westbourne Grove, W.2. Bayswater 3085. [C1095]

DUNCAN HAMILTON & Co. offer:-

1958 wire wheels, disc brakes, overdrive, radio, etc.; £1,895. [C1091]

XK150 B.R.G., disc brakes, wire wheels, 750 miles, £1,625.—all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1091]

DUE to cancelled order we have available one XK150 drop head coupe, Sherwood green, green interior, special equipment, overdrive. M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield, M. Tel. 644. [4370] [6087]

1957 (October) Jaguar XK150 fixed head coupe, special equipment model, overdrive, one owner, British racing green, supplied, maintained and serviced by distributor since new. Michelin X type; £1,775.—MacVille, Malmesbury. Tel. 300. [T19067]

1958 Jaguar XK150 fixed head coupe, special equipment model, 5,000 miles, black red leather, extras include chrome wire wheels, and luggage rack, Jaguar mascot, radiator blind, loose covers, floor mats. Underseal. Carefully run-in, driven by owner only, regularly serviced, cleaned daily, car as new. Price £1,625. [C1091]

PRIDE & CLARKE, Ltd., Stockwell Rd., S.W.9. Tel. Brixton 6251 Ext. 123 for full history from owner. [C3069]

Jaguar XK150 Cars Wanted

DUNCAN HAMILTON without doubt will pay a better price for your Jaguar.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091]

JAGUAR MISCELLANEOUS

HENLYS, Ltd.

88 Piccadilly, Hyde Park 0247.

THE Jaguar Showrooms.

OVER 60 Jaguars to choose from . . .

OEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENRY House, 385, Euston Rd., N.W.1. (Euston 4404)

MANCHESTER (Blackfriars 7845).

BOURNEMOUTH (Bournemouth 6314).

CAMBERLEY (Camberley 2677-8-9).

HOUNSLAW (Hounslow 5454).

FINCHLEY (Finchley 0081).

PARKWAY, Regents Park, N.W.1. (Gulliver 5721.)

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station. [10027/B]

MIKE HAWTHORN.

THE SURREY JAGUAR CENTRE offers:-

1956-7 Jaguars, 2.4 and 3.4, we have a selection of moderate mileage cars from £1,095. The Tourist Trophy Garage, 44, Farnham, Surrey. Tel. Farnham 5363/4875. [C4110]

CHARLES SIMPSON MOTORS.

1951 Jaguar Mark V; £429.

STAPLES Corner, Hendon, N.W.2. Gladstone 0164-8. [C4058]

CARLES FOLLETT, Ltd., officially appointed Jaguar retailers.

SHOWROOMS: 18, Berkeley Street, London, W.1. [0081/R]

SERVICE Works and Stores, Barnsley Yard, off Elgin Ave., W.9. Cunningham 5536. [C2010]

PERFORMANCE CARS (Ealing 5841) unique selection (198 cars) on page 1. [C3041]

CAMDEN MOTORS for Jaguars.—See selection from our stock on full-page advert, page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

BEAR'S OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kingston 3348. [0081/R]

1956 Jaguar 2.4 special equipment saloon, pearl green, £1,095. [C1091]

1957 Jaguar Mark VIII automatic, duo grey with red leather upholstery, 26,000 miles, first class condition; £1,095. [C1091]

1957 Jaguar Mark VIII automatic, duo grey with red leather upholstery, 14,000 miles, immaculate; £1,575. [C1091]

FRANCIS MOTORS, Ltd., 388, Humberstone Road, Leicester 66304. [C2151]

JAGUAR Mark V, Feb. '51, one owner, 31,291 miles, engine, tyres excellent; £325.—Cun. 3129, 26, Warwick Ave., W.9. [T1949]

AZ MOTORS—Colossal bargain offer: 1953 Mark V, H.M.V. radio, heater, special equipment, £450!!! also 1950 Mark V saloon, £375!—Palmerston Rd., N.W.8. Mai. 4723. [C1011]

1957 Jaguar Mark VIII saloon, dual grey, red interior, fitted with radio, new tyres, new battery and refined brakes, one owner from new; £1,580. [C1091]

1954 Jaguar Mark VII saloon, beige, green interior, fitted radio, low mileage and in very good condition throughout; £650. [C1091]

1953 Jaguar Mark VII saloon, black, brown interior, fitted radio, in very good condition (available short); £575. [C1091]

UTO TRADING Co., Ltd., 24-30, Shirley Rd., Southampton. Tel. 27431. [5711]

£245 1/2-litre Jaguar saloon, in quite original order, no signs of rust, interior excellent, tyres all good, and only 20,000 miles on replacement engine, age 1947 but far better than many 1957s—Jennings, Richmond 3368. [C3109]

JAGUAR XK150

HENLYS, Ltd.

WWE have all models of Jaguar.—For addresses of

showrooms see advertisement under "Jaguar Miscellaneous." [0684/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR MISCELLANEOUS

C type Jaguar, 9:1 comp. ratio, engine just reconditioned, new crankshaft, lead bronze bearings, rings, oil pump, timing chains, valves, springs, etc., new back axle clutch and radiator, just resprayed, re-upholstered and revised; £975.—W. M. B. Smith, Footscray 5200.

Jaguar Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Jaguar buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

NEARLY new or small mileage Jaguar wanted.—N. Green & Sons, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S largest Jaguar service station.

GREAT West Rd., Brentford. (Ealing 3477.)

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

LEX GARAGES, Ltd., Forty Avenue, Wembley.

COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. [0892 R]

KJ MOTORS, LTD., S.E. England's largest Jaguar parts stockists.—Bromley, Sevenoaks 5456.

WESTERN MOTORS, Park Row, Bristol, 4. [0961 R]

WESTERN MOTORS, Park Row, Bristol, 4. [0961 R] 26304, have a wide range of Jaguar spares for all models.

JAGUAR overhaul and repair service.—A. J. Garage (incorporating Harman Engineering) Child's Place, Earls Court Rd., S.W.5. Tel. 8181. [0097 R]

JEEP

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. Spare parts for Jeep, Home and export.

1958 illustrated as entry guide, and parts catalogue, price £1., largest stocks, lowest prices; see engine, gear boxes, clutch, etc., noted for all American spares.—Dept. A, 351-5, High Rd., Chigwell, London, W.4. Chg. 1919 6830. [0335 R]

DEPENDABLE Jeeps at reasonable prices—Metamet, 100, Belize Lane, N.W.3. Hampstead 8231. [0599 R]

1953 regd. Willys Jeep, coach built utility body. £275.—Tel. 3251. [0209 R]

JOWETT CARS, Ltd.

ROWLAND SMITH'S the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

GOOD Javelin required immediately.—G. Edwards, Amunbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

MILESTONES SERVICE GARAGE, Ltd. 308, Erith Rd., Bexleyheath. Erith 2469 2629. [5928]

JOWETT

IMPERIAL MOTORS, Exmouth, offer:—

1953 (Sept.) Jowett Javelin saloon, green/beige interior, heater, one owner car, completely reconditioned engine has run 50 miles only, a really nice car; £450.—Exmouth 3045 2567. [C2134]

SEE Noel Roscoe, Ltd., Showroom Window on page 46. [C5137]

1954 (July) Jowett Javelin saloon, latest series, beau-

TAYLOR & CRAWLEY, 42a, South Audley St., (entrance Adams Row), Mayfair, W.1. Gros 6861. [C4036]

1952 Jowett Javelin, black, one owner, superb order; £435.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1949 (model) Javelin saloon, black, red leather, heater, really excellent; £225.—Newbury Cars, Ltd., Muswell Hill, N.10. Tudor 3394. [C3102]

1949 (Sept.) Jowett Javelin de luxe saloon, excep-

EDWARD RAYNER, 12, London Passage, Ltd., 925-931, Fulham Rd., S.W.6. Rehova 2281. [C4132]

1952 (Oct.) Javelin, black, 43,000 miles, excellent

brakes relined, good mechanically, must sell to keep building society at arm's length; £350 o.n.o.—Wer. 7565 after 7 p.m. [0613]

1950 (Nov.) Jowett Javelin de luxe, one owner only, carefully driven and maintained; £325; apply after 7 p.m.—31, Kings Road, Chingford, E.4. Sil. 2519. [5908]

JACK ROSE, Ltd., offer 1952 Javelin de luxe with radio, late type engine, excellent condition; accept £395.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C5056]

JOWETT Javelin de luxe saloon fitted with latest

type engine, loose covers spot lamp, fitted heater and windscreen washers; licensed to Dec., a very good car; £325.—Tel. 3251. [0209 R]

JOWETT CARS Wanted

TOLWORTH MOTORS, Ltd., offer:—

1956 model (Dec. 1955) Lancia Gran Turismo

saloon, one owner, factory maintained, radio low mileage, beautiful specimen.

1956 (July) Lancia G.T. Spyder, radio, heater, etc., specially tuned, latest modifications, a

most immaculate low-mileage car.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

LANCHESTER Cars Wanted

ROWLAND SMITH'S, the Lancashire buyers; highest

cash prices.—Hampstead High St., N.W.3. Ham. 6041.

LANCHESTER Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls

of rear gear box, exchanges and 48-hour repairs.—169,

Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237 R]

Lancia Cars Wanted

ROWLAND SMITH'S, the Lancashire buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018 R]

XXX Excellent cash price offered for good Lancia.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 1012. [W2005]

WANTED by private advertiser 1953 or 1956 Lancia 3-litre drop head coupe, condition must be immaculate, will view anywhere in U.K. Stuart, 21, New Dover Rd., Canterbury. Canterbury 6001. [5258]

LANCHESTER

£545—Lancaster 10 de luxe saloon, sun roof, mirror etc., one owner only from new; £295.—Englesfield Bros., Cornwall Garden Walk, S.W.7. Western 7079. [5862]

1947 Lancaster 10 de luxe saloon, sun roof, mirror etc., one owner only from new; £295.—Englesfield Bros., Cornwall Garden Walk, S.W.7. Western 7079. [5862]

Lancaster Cars Wanted

ROWLAND SMITH'S, the Lancaster buyers; highest

cash prices.—Hampstead High St., N.W.3. Ham. 6041.

Lancaster Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls

of rear gear box, exchanges and 48-hour repairs.—169,

Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237 R]

Lancia

TOLWORTH MOTORS, Ltd., offer:—

1956 model (Dec. 1955) Lancia Gran Turismo

saloon, one owner, factory maintained, radio low mileage, beautiful specimen.

1956 (July) Lancia G.T. Spyder, radio, heater, etc., specially tuned, latest modifications, a

most immaculate low-mileage car.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081]

ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1957 series Lancia Gran Turismo, one owner, 22,000 miles, finished in dark blue, fitted with central gear change, Ace Bellmills and seat covers, immaculate condition throughout; £2,595.

£185—1937 Lancia Aprilia saloon.—Cornwall Garage, Stratford Rd., W.8. Western 2616. [C1162]

1957 Gran Turismo, 14,000 miles, as new—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061]

LANCIA AURELIA B12 1955 4-door saloon, light blue: £1,200.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4888. [C4026]

1938 Lancia Aprilia, sound body, reliable engine; £200.—Evans, Tower Hill, Droy桐. Tel. 5194. [5821]

1935 Lancia Augusta, in B.R. green, £75 spent last 3 months, bills available; £100.—Automo. Ltd., 229, West End Lane, Hampstead, N.W.6. Ham. 3430. [C1150]

GT 2500 coupe, first registered Dec. 1955, colour dark green, loose covers, radio, excellent condition throughout, one owner; £1,875.—Lancia (England) Ltd., Ealing Rd., Alperton, Wembley. Perivale 5656. [0215 R]

Lancia Cars Wanted

ROWLAND SMITH'S, the Lancashire buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole

representatives of the famous Italian company; all

servicing and repair work, reconditioning, etc.; carried

out by our own staff of specialised mechanics; genuine

spare parts available and supplied at short notice. For information regarding general service, reconditioning, technical data, etc., apply

Lancia Works, Alperton, Wembley (Perivale 5656). [C1032 R]

Lea-Francis

AZ MOTORS offer 1950 14 saloon, fitted radio, N.W.6. Mai. 4723. [C1011]

1939 Lea-Francis 4-door saloon, excellent engine, nice interior, a quality piece; £150, exchanges, terms.—Bray Motors, 180-184, West End Lane, S.W.6. Hamstead 6490. [C1024]

1945 estate car, natural hardware, brown leather, sliding windows, removable rear seat, excellent condition; terms, exchanges; list open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

£465—Lea-Francis 2-litre, very special sports convertible, ultra low built, superb condition, spots, tonneau, discs, etc., etc., cost new to owner over £2,000, a 1951 better than most '56's; many others, welcome. A.A. Tel. 4830-7; hire purchase on h.p. basis, welcome from 1/3 deposit, hire 12, 18 or 24 months to pay; delivery anywhere if required; cash waiting for your car, if you wish to sell.—Clarendon Rd., W.11. Park 5066-7. 9 a.m. to 6 p.m. Monday to Saturday. (50 yds. Holland Park Tube.) [C1017]

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the Lea-Francis buyers; highest

cash prices.—Hampstead High St., N.W.3. Ham. 6041.

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manu-

facturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [C032 R]

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. [C082 R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors

for London and the Home Counties, are always

glad to hear from Lea-Francis owners.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cun-

ningham 5936-7. [C059 R]

SPUR GARAGE offers:—

1952 Javelin, black, definitely only 33,000 miles from new, an outstanding specimen; £425.

1952 Javelin, golden sand, one owner, heater, radio and recent reconditioned engine; £395.

1950 (December) Javelin, grey, hills available showing over £100 mechanical overhaul; £335.

SPUR GARAGE, Ltd., Bushey Rd., Raynes Park, S.W.20. Tel. 4852. [C4109]

BUNTINGS MOTORS EXCHANGE.

JOWETT main agents since 1922. Always a good

selection of used Javelins and Bradford utilities.

Bonnerfield Lane, Harrow. Tel. 6225-6. 0913/R

RARE and immaculate Lancia 2.6 sports saloon, 1951, 2-door, panel blue and dove grey with Connolly hide upholstery in matching panel blue and dove grey, remainder of trimming in matching panel blue of blue, mahogany fascia and door panel completely unmarked inside and out, £50 H.M.V. press-button radio built-in, heater/demister, de-icing unit, windscreen washers, mechanically this car is equally as good as it appears, having been thoroughly checked over and serviced in our workshops and is found to be 100%, no superlatives can do proper justice to this truly magnificent specimen. Price and further details from

CAMDEN MOTORS, Lake St., Leighton Buzzard 2041. Write for fully descriptive priced catalogue: showrooms open until 8 p.m. Terms, exchanges, 450 other cars available. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

A&S Ltd.

PROVIDENCE Court, W.I. Mayfair 2941.

A RMSTRONG Sapphire, April 1957, pre-selectric, L.W.B. 7-passenger Limousine, 14,000 confirmed, equal new condition. £1,750.

A RMSTRONG Sapphire, 1956, pre-selectric transmission, L.W.B. 7-passenger Limousine, low mileage, one owner. £1,545.

A RMSTRONG Sapphire, 1956, L.W.B. 7-passenger Saloon, black, brown hide, one owner, 38,000. £1,950.

A USTIN Princess, August 1955, L.W.B. 7-passenger Limousine, Laycock-de-Normanville overdrive, one private owner, 35,000. Works maintained. £1,985.

A USTIN, August 1955, L.W.B. Princess, 7-passenger Limousine, 17,000, black, covers, H.M.V. radio, condition. £2,095.

A USTIN, 1955 August, Princess saloon, black, covers, heater, radio, 35,000 miles. £695.

A USTIN, 1951 Series, A125 Sasherine 7-passenger Limousine, cloth, black, radio, heater, one owner. £850.

A USTIN, 1954 June, 16hp Hircar, black, brown leather. £795.

A USTIN, 1952 Series, 16hp Hircars, one owner, Works maintained, low mileage. £575. Selection 4.

A USTIN, A152 13-seater Omnicouch. Orders accepted for early delivery.

A DAIMLER, 1957 Series, DE27, Freestone & Webb, 23,000, leather, one owner. £825.

H UMBER, August 1955, Blue Riband Pullman Limousine, one owner. Works maintained, black, cloth, covers. £1,295.

H UMBER, 1952 Series, III Pullman 7-passenger Limousine, electric division, outstanding condition, one private owner, low mileage. £1,075.

H UMBER, 20,000 miles October 1951. Pullman one owner. £1,050.

H UMBER, 1951 Series, Imperial, 7-passenger, one private owner, low mileage, outstanding condition. £885.

H UMBER, 1951 Series, Mark III Imperial, black, leather, heater, radio, extensive re-conditioning. £835.

H UMBER, 1943 Series, mitred edge Pullman Limousine, black, covers, cloth, two owners. £425.

R OLLS, June 1955, 20,25, 25, 28 Windover Limousine, cloth, one owner, excellent condition. £585.

R OLLS, 1955, Phantom II Park Ward swept 7-passenger Limousine. £275.

L IMOUSINE specialists for over 30 years. Write or telephone for lists.

A LPE & SAUNDERS Ltd., Providence Court, North Audley Street, W.I. (Near Selfridges). Mayfair 2941. [C1006]

L IMOUSINES! Limousines! Limousines!

C AMDEN MOTORS have 70 limousines of all makes available. For catalogue and brochure sent on request, six months' written guarantee, see below for very rare example.

1951 Armstrong Siddeley 18hp long wheelbase seven-passenger limousine, black, maroon hide interior, preselect gear, full air conditioning, heater, radio, and a proportion of elderly business, executive, other cars kept in showroom, all completely original and in wonderful mechanical condition. £995.

C AMDEN MOTORS, The Limousine Specialists, Leighton Buzzard 2041. Write for special hire car catalogue and illustrated brochure; showrooms open until 8 p.m., terms, exchanges. [C1055]

A Z MOTORS offer: £15!!! Absolutely sound Buick 8-seat limousine—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

J ACK ALPE LIMOUSINES.

M ARYLEBONE W.I. Welbeck 1124.

A RMSTRONG Sapphire 1957 series, L.W.B., pre-selectric, cloth rear, partition, widest forward occasions, heater, radio, screenwash, 15,000 miles only, one owner, private, black, almost new.

A RMSTRONG 1952 July 18hp, L.W.B., cloth rear, tow bar, forward occasions, heater, loose covers, tow bar. £1,750.

A USTIN 1955 series, L.W.B. Princess, partition, widest forward occasions, leather throughout, heaters, privately owned, low mileage, black. £1,925.

A USTIN 1955 series, L.W.B. Princess, forward occasions, leather throughout, heater, radio, underseal, one private, £1,750.

A USTIN 1952 July 18hp hirecar, one owner, private, a moderate mileage, black. £565.

A USTIN 1951, March, 16hp hircar, one owner, black, exceptional value. £475.

D AIMLER, late 1947, DE27 Hooper, forward occasions, electric partition, heater, radio, screenwash, cloth rear, one owner, private, 25,000 miles only, black.

D AIMLER, late 1947, DE27 Hooper, forward occasions, cloth rear, electric division, one owner, private black. £385.

H UMBER, 1954 Series IV Pullman, ohv engine, cloth rear, loose covers, heater, radio, tubeless tyres, one owner, private, moderate mileage, black, selection of 2 1954 ohv Pullmans from £1,390.

H UMBER, 1954 series IV Imperial, ohv engine, brown leather throughout, heater, radio, loose covers, private, 30,000 miles, black. £1,395.

H UMBER, 1952 April series III Pullman, brown leather throughout, heater, underseal, spare unused, 28,000 miles only, one owner, private, black. £1,125.

H UMBER, 1951 Feb. series III Pullman, cloth rear, heaters, one owner, private, low mileage, black. £2,095.

H UMBER 1951 series III Pullman, cloth rear, electric division, heaters, black. £795.

R OLLS-ROYCE 1957 Rippion 25,30, forward occasions, cloth rear, swept tail, heater, one owner, private, one owner, black. £690.

R OLLS-ROYCE 1957 Phantom III Windover, cloth rear, forward occasions, swept tail, mileage 44,000, excellent Rolls history, privately owned, black. £665.

R OLLS-ROYCE 1955 Thrupp 25, cloth rear, wide forward occasions, swept tail, recent engine overhaul, black. £685.

J ACK ALPE LIMOUSINES, 50, Marylebone High St., W.I. (Near Baker St. Station), Welbeck 1124. [C1103]

LIMOUSINES

J. DAVY, Ltd., offer:-

1952 Austin Sheerline, L.W.B., 8-seater limousine, black, hide front, cloth rear, a superior example, maintained to the highest standard: £1,025.

180 184, Kensington High St., W.8. Wes. 7181. [C1069]

A RMSTRONG seven passenger limousine, face forward, extra seats. £250.—Stratstone, 40, Bayswater, W.I. May. 4404. [C4022]

WALTER SCOTT, Ltd.—Rolls-Royce 30hp Park Ward, exceptional, black, excellent throughout. £565.—39, College Cres., N.W.3. (Swiss Cottage Tube). [C4006]

Limousines Wanted

A LPE & SAUNDERS, Ltd., require Limousines.

A &S Ltd., Providence Court, North Audley Street, W.1. Tel. 1006

SEVEN-SEATER L.W.B. limousine required, late model, all makes considered. £81, Alresford Rd., Winchester. [W4067]

Wards extra seats. £250.—Stratstone, 40, Bayswater, W.I. May. 4404. [C4022]

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Lincoln Cars Wanted

THE Lincoln buyers.—See under American Cars.

SIMPSON'S.—Wem. 8691 3905 4422. [W1015]

LOTUS

L OTUS Formula II, 1958, single cam Coventry Climax engine, five speed gear box, 4.5 differential, etc., only used three miles, easily suited to twin cam or Formula 1 would sell without engine.

GENUINE enquirers please write for price and full description.—Alexander Engineering Co., Ltd., Haddenham, Bucks. Tel. Haddenham 345. [C1094]

MERCEDES-BENZ

A WOKING MOTORS, distributors for Surrey and Sussex, offer:-

300B 1955, black, 19,000 miles, radio: £1,750.

220S 1958, grey, 6,000 miles, radio: £1,983.

220A 1956, blue, 20,000 miles, radio: £1,475.

190SL 1956, black, 15,000 miles, radio: £2,050.

190SL 1956, l.h.d., white, 23,000 miles: £1,750.

220S saloons.

190 saloons.

190SL roadster.

WIDE choice of colours.

DETAILED literature on request.

SCOND-HAND types 220A, 220S (with Hydramatic or normal transmission), 190SL sports, and 190 roadster, in superb condition at competitive prices for immediate delivery; car stock changes continually; current details on request; exchange, deferred terms, etc.

WOKING MOTORS, Ltd.—Open Saturday afternoons—Maybury Hill, Woking 4277. [C1057]

A T

JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributors, many new cars for immediate delivery, including

220S saloons.

190 saloons.

190SL roadster.

WIDE choice of colours.

DETAILED literature on request.

SCOND-HAND types 220A, 220S (with Hydramatic or normal transmission), 190SL sports, and 190 roadster, in superb condition at competitive prices for immediate delivery; car stock changes continually; current details on request; exchange, deferred terms, etc.

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MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales & service, Great West Rd., Brentford, Middlesex. Tel. Ealing 4506-9. [C1062 R]

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NOTTINGHAMSHIRE.

SALES, service and spares, factory trained personnel.

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MOTORS & PLANT (PETERBOROUGH), Ltd.,

Mercedes distributors, offer:-

190SL Roadster in white, ex stock.

220S grey interior and exterior, ex stock.

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190 Newark Rd., Peterborough Tel. 5558. [T9011]

BLACK & WHITE GARAGES. Phone 351 & 251

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ALWAYS a full range of new and used Mercedes-Benz cars available; visit our attractive showroom, large range of accessories, spares, parts, full repair facilities by train, Mercedes-Benz mechanics; official Bosch and Hella distributors (trade also supplied); part exchanges, hire purchase, insurances; Mercedes-Benz main dealers S. Worcester, S. Warwickshire and Herefordshire.—Black & White Garages, Evesham. Tel. Harvington 331. [C1020]

1958 series Mercedes-Benz 220S saloon, finished

10,000 miles by one owner, virtually as new. £1,975.

1957 series Mercedes-Benz 220S saloon, finished

22,000 miles, £1,750.

THOMPSON-DOXEY, Ltd., Mercedes-Benz Main Agents, 109-139, East Bank St., Southport. Tel. 5628. [C1020]

1955 (August) Mercedes-Benz 220A, saloon, blue

leather upholstery, radio, immaculate, £1,300.

CAMBRIDGE MOTORS, the Essex distributors for

Mercedes-Benz, have new models for immediate

delivery, including the 220S saloon and 190SL roadster.

1956 220A saloon, black with grey cloth upholstery.

1955 220A saloon, sun roof, grey finish with cloth

upholstery, superb condition.

1954 190, saloon, black with green upholstery, excellent vehicle.

1954 (first registered October), a 170 diesel left-hand drive model, black: £650.

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford 4861. Evenings, Chelmsford 51617 or Danbury 214. [C1149]

1955 170D, one owner, low mileage: £795.—Mansfield Field Autos, Ltd., 18, Fitzroy St., London, W.1. Euston 2587. [C3001]

£115 o.n.o.—Mercedes-Benz 1935 rear eng. sal. bkd. ind. suspension, overdrive; not marvellous to look at but in sound condition bodily and mechanically sound.

FINGSHORPE GARAGE, Ltd., 50, Harborough Rd., Northampton. Tel. 4297-8. [C4006]

1956 black with maroon hide upholstery, fitted

twin wing mirrors, heater, radio, twin rear demister

and screenwashers, recorded mileage 21,000: £1,700.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6371. [C4005]

1955 (August) Mercedes-Benz Type 220A, saloon, black with red hide upholstery, tyres, etc., small mileage, spotless car, £1,350. terms, exchanges.

Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge 87519. [C222]

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, I. Tel. 25280. Mercedes-Benz distributors for the Western Counties. We invite enquiries for the world famous Mercedes-Benz cars; brochure available by return; demonstrations arranged by appointment; part exchanges available and our confidential out-of-pocket

income facilities available. [C0474 R]

Mercedes-Benz Cars Wanted

ALL types post-war Mercedes-Benz urgently required.

WOKING MOTORS, Ltd., open Saturday afternoons, Maybury Hill, Woking 4277. [W4057]

WANTED privately, Mercedes 170 or 180 diesel other diesel cars considered.—Box 7957. [C569]

!!! 220S wanted, cash or exchange—Euston 7889.

Pedigree Cars, 340, Euston Rd., N.W.1. [W3093]

WANTED, Mercedes-Benz diesels, all types urgently required, must be clean; full particulars to:

COUNTY CARS, Ltd., 30, Oldham Rd., New Cross, Manchester. 4 Central 9257. [T9106]

ROWLAND SMITH'S, the Mercedes buyers, highest cash prices.—Hampstead High St., N.W.3. [W4018 R]

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NOTTINGHAMSHIRE.

SALES, service and spares, factory trained personnel.

Main agents B. & K. Thomas, Ltd., 17/21 Loughborough Rd., West Bridgford, Nottingham. Tel. 82121 (5 lines). [C1066 R]

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales & service, Great West Rd., Brentford, Middlesex. Tel. Ealing 4506-9. [C1062 R]

Mercedes-Benz Spares and Service

PRIDE & CLARKE—Stock spares; quotations any part by return post; o.n.o.; easy payments; trade supplied.—Stockwell Rd., S.W.3. Brixton 6251. [S3068]

METROPOLITAN

H. A. SAUNDERS, Ltd., offer:-

1958 Austin Metropolitan saloon, green, white, black and white upholstery, recorded mileage 6,386, heater, radio, cigarette lighter; £675.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1949 Mercedes-Benz saloon, 170V, 1.h. drive, imported and registered 1958, beige, extremely clean, loose covers, excellent order: £385 o.n.o.—£7

Kilburn High Rd., N.W.6. Tel. Mai. 4787. [C4131]

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.I. (Near Baker St. Station), Welbeck 1124. [C1103]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

METROPOLITAN

CAR MART, Ltd.

SOLE London Austin distributors.

£625.—Austin Metropolitan 1500 convertible, radio, heater, extra; reg. 1958, with 6 months' guarantee. [C1039]

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston Rd., 1212. [C1039]

TOM GARNER, Ltd., offer:—

1957 (November) Nash Metropolitan hard top coupe, cream/red, radio, etc., 5,000 miles only; £685. [C2020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2 Blackfriars 9265-6-7. [C2020]

£695.—hard top, red/white, 500 miles only; £695. Johnson, 268-270, High St., Bromley, Ravensbourne 8841. [C2073]

1958 Metropolitan, 5,000 miles only; £665.—John Gray, 30, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1957 Metropolitan hard top, primrose/white, new condition; £620; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4097]

1957 (July) Austin Metropolitan f/h coupe, in green and white, in perfect condition; £640. Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Vigilant 0161. [C3044]

M.G. MIDGET

WEYBRIDGE AUTOMOBILES offer:—

1952 M.G. TD 2-seater, white with beige interior, fitted supercharger, really excellent condition throughout; £485. [C3026]

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4094]

BOON & PORTER, Ltd., M.G. agents.

1955 TP 1500 roadster, 36,000, expertly maintained; £590. [C1022]

CASTELNAU, S.W.13 (Nr. Hammersmith Bridge) Riv. 4444. [C1022]

JARVIS OF WIMBLETON.—100% B.M.C. dealers.

1953 M.G. T.D., black/biscuit, chrome luggage grid, the best T.D. we have had for a long time, full history known, never raced or rallied, (3 months' guarantee); £525.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2066]

ERIC WILLIAMS, Ltd., offer:—

1947 M.G. TC, black with beige interior, immaculate condition; £335.—Pierpoint St., Worcester. Tel. 5786. [C1010]

GLANFIELD LAWRENCE offer:—

1954 M.G. TP, ivory, 26,000 miles, one owner, ex-tras; £595.—607, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1948 M.G. TC sports 2-seater, red, fawn upholstery; £325. [C2022]

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

CHIPSTEAD MOTORS, Ltd., offer:—

1949 M.G. B.R.G. rebody, brakes refined, etc., chrome rack, 2 careful owners, sound condition throughout; £385.—142, Holland Park, W.11. Park 3445-3. [C1046]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1956 M.G. A, white/black, tonneau cover and other extras, beautiful car; £755. [C1046]

1954 M.G. TF, black/green, radio, etc.; £580. [C1046]

1953 M.G. TD, black/beige, tonneau; £495. [C1046]

1953 M.G. TD, cream/red, excellent condition throughout; £485. [C1046]

1951 M.G. TD, red/beige, many extras; £450. [C1046]

1947 M.G. TC, black/beige, new hood, etc.; £315. [C1046]

1946 M.G. TC, green/beige, in really magnificent order throughout; £315. [C1046]

1946 M.G. TC, black/green, special body, fine condition; £299. [C1046]

1938 M.G. TA, beautiful condition throughout; £225. [C1046]

NEW Magnette Varitone, grey/grey with red upholstery, immediate delivery.

PART exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392-7160. [C3036]

1953 M.G. TD, 19,000 miles, spare unused, as new throughout; £510.—Tel. 2628. [C1003]

1953 M.G. TD, sports, black with red leather, F. Dove (C.V.), Ltd., 98, Lower Addiscombe Rd., London, Add. 5131. [C1096]

1958 15,000 miles, immaculate; £585.—2, Holly Rd., Birmingham, 20. Northern 3184. [C5977]

1954 M.G. series TF black; £575.—Odeon Motors Ltd., Bar. 1144. [C3038]

1953 TD, green, engine, body, tyres excellent condition, going overseas Sept. 4; best offer—50. Farnham Rd., Seven Kings 8621. [C5986]

1953 M.G. 2-STR. TD, dk. green, many extras; £525.—Michelin X tyres, good screens; £525.—E.M.A., Southsea 23261. [C581]

1954 M.G. TF, red, one owner since new, immaculate throughout.—Blakey, 156, Newmarket Rd., Norwich. Eaton 191. [C5970]

1949 M.G. TC, B.R.G., replacement engine, excellent condition; £345 o.n.o.—11, Ouse Rd., Bedford, Bedford 4653. [C1046]

1956 (Oct. '55) M.G. Magnette, 19,000 miles, one owner, speedo reading 22,350; £725.—Dudden Hill Lane, N.W.10. Willesden 4869/3934. [C4017]

M M.G. TD Mk. II Oct. '52, exceptional, red, direction indicators, spotlight, rack. Canadian leaving: nearest £440. London.—Box 8016. [S5825]

M.G. MIDGET

1946 TC M.G., black/green, recent replacement engine; £280.—Central, Basingstoke Motors, Ltd., Brook St., Basingstoke. Tel. 2468. [C1157]

1947 TC 2-seater, black, red interior, recent replacement engine; very good car; £275.—Merton Motors, Wythall Garage, Wythall, Nr. Birmingham. Wythall 2130. [S701]

1946 TC, black, good condition throughout; £280.—25, Winchester Way, Warden Hill, Cheltenham. Glos. [C2022]

£310—1946-7 TC, black with green, really superior condition; distance no object, terms and exchanges open week-ends.—Ann Street Motors, Worthing 8405. [C1176]

MAYPAIR GARAGES, Ltd., 1953 TD, black and red, scrupulously maintained in immaculate condition throughout; written guarantee; £250.—Bishops Bridge Rd., W.2. Amb. 1061. [C3009]

595 gns.—M.G. Midget 1955 TR 1500 2-seater, red, beige leather, numerous extras, carefully used; written guarantee; terms, exchanges.—Rowland Smith, below. [C4097]

465 gns.—M.G. Midget 1953 TD 2-seater, heater, pass light, badge bar, new hood, excellent condition; written guarantee; choice of 4 TDs; terms, exchanges.—Rowland Smith, below. [C4097]

295 gns.—M.G. Midget Late 1947 TC 2-seater, green, grey, with leather interior, excellent, true, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1947 M.G. TC 2-seater, red, tonneau cover and other extras, in exceptional condition; £285; terms, exchanges.—Moreland Motors, 382, Finchley Rd., London, N.W.3. Hampstead 1218. [C2083]

1953 (Aug.) M.G. TD roadster in red, immaculate and tight chassis, new plastic hood just fitted, must be finest TD on offer; £445; terms, exchanges.—Corner Garage, Gorton St., Blackpool, Tel. 26838. [C4018]

WANTED, a good home for my M.G. J2, new ends, crank mains seals, camshaft, half shaft, hub caps, hood, tonneau, huge brakes, exceptional; £150 or near. Tel. Woking 401 or Burgess, Aroca, Nursery Close, Horsell, Woking. Surrey. [C1080]

M G. P.A. 2-seater, better than most T.C.s, new head, back axle, headlights, hood and screen completely rewired, brakes refined, new Blaupunkt wheel and rev counter, appearance and interior post-war, excellent throughout; price £240; no offers.—For. 9019. [F9993]

M.G. Midget Cars Wanted

S H. RICHARDSON.

WANTED all model M.G.s, any model, any year, any condition, full engine, body, chassis, reconditioned service, trade offers invited; hire purchase accounts settled.—The M.G. Co., 35, Church Rd., Cowley, Middlesex, Uxbridge 2626. [T9104]

TC, TDs wanted for cash.—Archway Engineering, Ltd., Bridgwater St., Knott Mill, Manchester, 3. Blackfriars 6455. [C0657 R]

M.G. MAGNETTE

TOM GARNER, Ltd., offer:—

1955 M.G. Magnette saloon, grey/black, heater, 25,000; £695. [C2020]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2 Blackfriars 9265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1955 M.G. Magnette saloon, grey, red upholstery, radio and heater, 27,000 miles; £755. [C4018]

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

SWANMORE GARAGE, Ltd., offer:—

1956 M.G. Magnette, gunmetal grey, grey interior, 30,000 miles; £795.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024]

UNIVERSITY MOTORS, Ltd., offer:—

1958 M.G. Magnette Varitone saloon, grey and black, fitted manumatic clutch, 4,000 miles; £925.

1957 M.G. Magnette Varitone saloon, duo grey with black upholstery, 14,000 miles; £925. [C4018]

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4045]

GUY SALMON AUTOMOBILES offer:—

1957 M.G. A hard-top coupe, ivory, 9,000 miles, radio, heater, unmarked; £895.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

£715 1956 M.G. A 2-seater—Oxford, 67, Grosvenor St., W.1. Welbeck 6599. [C3115]

1958 (Aug.) M.G. A coupe, 130 miles only; £1,039. [C4018]

JAMES SPENCER, Ltd., Broadway, Bexleyheath, Tel. Bex 4265/4209. [C4134]

UNIVERSITY MOTORS, Ltd., offer:—

1957 M.G. A, blue with grey upholstery, fitted heater, luggage carrier and screen washers, 6,000 miles; £635. [C4018]

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4045]

GUY SALMON AUTOMOBILES offer:—

1957 M.G. A hard-top coupe, ivory, 9,000 miles, radio, heater, unmarked; £895.—Farnham Motor Co., Ltd., 245, High Rd., Totton, 0353. [C2118]

1958 (August) M.G. A, white with black upholstery, 500 miles only; £925.—Dickinson & Adams, Letchworth. Tel. 2297. [C5983]

1958 M.G. A, cost nearly £1,150, fitted many extras, very low mileage—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1956 M.G. A hard top, many extras, invoice price over £1,100; price, £795.—Farnham Motor Co., Ltd., 245, High Rd., Farnham. Tel. 4873-4. [C2110/1]

1956 model M.G. A, blue, black leather upholstery, wire wheels, Michelin X, heater, twin sports, Underseated, tele. steering; £875.—19, Khama Rd., Tooting, S.W.17. [C5985]

1957 M.G. A sports colour maroon with black trim, 16,000 miles one owner, not rallied, as new in every respect, taxed, price £825.—White Bros. 4444, Ford, mail dealers. [C5983]

1957 M.G. A hard top, 10,000 miles, radio, heater, etc.; one owner, as new; £895.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081]

1956 (April) M.G. A hard-top, soft-top, radio, heater, twin sports, etc., 13,000 miles, one owner, black with red interior, really concours throughout, taxed; £745.—Everest Garage, Popesgate 9705. [C4126]

1958 M.G. A June, black with red upholstery, whitewall tyres, radio and heater, chrome luggage carrier, wing mirrors, 1,700 miles; cost £1,100, now £200 o.n.o.; owner going abroad.—Knightsbridge 0222. [C4126]

1958 April M.G. Magnette, red, radio, extras, 3,000, as new.—Y. C. S., Ltd., Staines 5377. [C5372]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. A

795 gns.—M.G. June 1957. M.G. A hard top coupe. 795 red, red leather, radio, twin passlights, radio, for blind, one owner, exceptional; written guarantee; choice of 2; terms, exchange, list; open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4012]

110 mph if you dare with this 1956 M.G. A; it is green and has a luggage rack, radio, spoke wheels, whitewalls, chrome bumpers, front and rear fog lamps, paint, chrome upholstery, body and engine in excellent condition; this car has been used as a second car and the owner can no longer afford the luxury. £725.—From Kemp, Kandahar, Fagnall Lane, Winchmore Hill, Amersham, Bucks. [5752]

1957 (Sept.) M.G. A fixed head coupe, 6,000 miles, positively outstanding condition, fitted Michelin tyres, heater, two pass. lamps, reversing light, roof sun light, sun visors, extra luggage space, Haldex speed pilot, etc., etc.; this car really has been carefully used, not raced; terms, exchanges.—Finchley Motors 23, Ballards Lane, N.3. Finchley 1503.

1957 M.G. A sports, cream with red interior, fitted high compression pistons, special head and bearings, wire wheel with racing hub, hood and tonneau cover, which is in superb condition and has a most exciting performance, the mileage is 12,800, cost new with modifications and extras approx. £1,150; our price £850, 5 months' warranty given excluding use for racing or rallying.—Weedon Road Garage, Northampton. Tel. 33155. [5903]

M.G. MISCELLANEOUS

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

UNIVERSITY MOTORS, Ltd., guarantees cars always available.—80, Piccadilly, W.1. Grosvenor 4141.

BEARTS OF KINGSTON, M.G. specialists—Sales, repairs, etc.—102, London Rd., Kingston, Surrey. [0396/R]

TOM ALLERY AUTOMOBILES—1953 1½-litre M.G. saloon, radio, heater, reconditioned engine just fitted, beautiful car; £495.—68, Hill Rd., Wimbledon 3848. [C1131]

1951 M.G. 1½-litre saloon, black, excellent condition, new engine, battery, brakes; £450.—Bromham Garage, Bromham, Bedford. Tel. Oakley 539.

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

URGENTLY required, 1946-47 M.G. saloons and 2-seaters.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

TOULMIN MOTORS 343, Staines Rd., Staines, Middlesex. Tel. Hou. 2238 and 3456. [0349/R]

W. JACOBS & SON, Ltd.

SPECIALISTS in M.G. spares and service.

WJACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7753-4-5. [0405]

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 5448. [G205]

UNIVERSITY MOTOR Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London W.1. Gros. 4141. [0505/R]

SPARES, most models, gaskets, valves, springs, ball-screws, wheels, road springs, new crankshafts for N.P.A.G. models, chromium luggage grid, aero and racing screens, embossed grab handles, light alloy high performance head, etc.—A. E. Marquette, Derriford, 158-160, London Rd., Kingston, Surrey. [01071]

MG. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Streatham), S.W.19. Liberty 3091. [0433/R]

Mirvina Cars Wanted

MINERVA wanted, any model.—154, Lancing Rd., Orpington. Tel. 22435. [W1163]

MORGAN

B. J. HUNTER, Ltd., Austin agents, offer.—

1952 Morgan Plus Four, one owner, mint condition. £450.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

MORGAN 4/4, almost new 10 engine, tyres, hood, battery, etc., in excellent condition; £220.—Ch. 0984.

1958 Morgan 2-seater in red with black upholstery, 800 miles only; £715.—Kings of Oxford, New Rd., Oxford. Tel. 48458-9. [C3136]

1956 Morgan 4/4 series II competition model, 10,000 miles, £525; also 1955 Morgan coupe, immaculate; £495.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7735. [C1176]

DISTRIBUTORS for Derbyshire and South Yorkshire, W. Machen & Son, Ltd., Lockwood Lane Garage, Stonegrave, Chesterfield. Tel. 2222. Also Beauchief Garage, 197, Abbeydale Road, Sheffield. Tel. 71025. [0634/R]

395 gns.—Morgan Plus 4 late 1952 sports 4-seater, red, carefully used, written guarantee; terms, exchanges, list; open 9-7 week days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

MORGAN

1958 Morgan 4/4 Elite Stage III, immaculate condition throughout, Buckler racing gears, fastest in country, maintained by enthusiast regardless of expense, never raced or rallied, 5,000 miles; £675.—Wright, Inchgarth, Collington Grove, Bexhill-on-Sea. Cooden 150. [5820]

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

BASIL ROY Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1. Langham 7735. [0977/R]

Morgan Spares and Service

BASIL ROY Ltd., official spares stockists, service and repairs.—161, Great Portland St., W.1. Langham 7735. [0514/R]

MORRIS MINOR

1955 Morris 4/4 Elite Traveller, beige, heater, taxied to Dec., immaculate condition; £525.—

HOLLYWOOD, N.S. Fin. 013-7. [S914]

1953 Morris Minor 2-door saloon, heater, black. £495. [C1094]

MICHAELE CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

1956 Minor 2-door, black, new Morris engine; £465.—Below.

1955 Minor 2-door, black, radio, extras, smarter car impossible; £455.—Below.

1955 Minor convertible, grey, far above average; £425.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

YES, but if it's Morris—it's Sparks of Streatham Hill, S.W.2, your main depo.—Tulse Hill 3434. [0812/R]

BOGNOR STATION GARAGE.—1949 Morris Minor; £250; bargain; £285.—29, Longford Rd., Bognor Regis. [C1160]

1956 Morris Minor, 2-door de luxe, dark green, heater, one owner, 4 months' B.M.C. warranty; £480.—

1955 Morris Minor, 2-door de luxe, heater, sandy beige, factory reconditioned engine and gear box; £470, guaranteed.

WOODCOCK MOTORS Co., Ltd., The Nuffield Distributors, Epsom 1234. [C1033]

1956 Minor 4-door de luxe, just like new; £525.—Hillingdon Motors, Western Ave., Tel. Uxbridge 8588. [C2135]

1956 Morris Minor 2-door saloon, fitted heater, one owner, licensed to Dec., parking lamp, link mats throughout, in excellent condition; £465.—

MILESTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bexleyheath, Erith 2459-2629. [S929]

1956 model Morris Minor de luxe 4-door saloon, black with red interior, heater, radio, screen-washers, taxied to 100 miles; £485.—

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019]

1958 (July) Minor 1000, 2-door, grey, mileage 120, makers full guarantee, taxied year; £625.—Tel. Walsall 4972. [S523]

1955 Morris Minor saloon, green/green, ex. condition, heater; £495.—79, Beechwood Gdns., Slough 24637. [C1120]

1957 Morris Minor 1000 Traveller, as new; £685.—Castle St. Motors, 5, St. John's Rd., Hove 70586. [C1169]

1954 model Morris Minor 2-door, new engine, ex. condition; £465.—Robbins East Putney, Tel. 7881. [C5010]

1955 saloon, choice 2- or 4-door, quality tested guarantee.—E. J. Baker (Dorking), Ltd., 121, London Rd., Staines 4211. [S726]

1956 Minor Travellers de luxe, excellent condition throughout, £565.—Kings Motors, 1, High St., Hounslow 2552-2559. [C2049]

1954 Morris Minor 2-door, new engine just fitted, one owner; £415.—Rey's Motors, Ltd., 73-75, Albany St., N.W.1. Euston 6994. [C4117]

BROCKHAM MOTOR Co. offer from the largest selection in the south all with written guarantee and very low mileage:—

1957 1000 4-door, green, as new; £585.

1957 1000 2-door, grey, excellent; £565.

1956 2-door, 4in. stock; from £465.

1955-6 4-door, 3 to pick from; £485.

1955 2-door, various colours; from £435.

1954 4-door saloons, black; from £455.

1954 2-door saloons, several in stock; £410.

1953 convertible, very clean, taxed; £375.

1953 saloons, several from £350.

SEYMOUR & CLEMENTS, Ltd., offer:—

1957 Minor 1000 Travellers, 5,000 miles, extras, literally as new, bottle green; £690.

1955 saloon, unmarked, black and red; £495.—Wells Rd., W.12. Shepherds Bush 2293. [C2053]

ENGINES RECONDITIONED, Ltd., offer:—

1950 Morris Minor saloon, new engine and gearbox, specimen condition; £350-355. Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

CMI CAR SALES (Primrose 6623) offer:—

1956 Morris Minor convertible, extras, one owner; £445.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.D.5. [C1051]

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Morris Minor 1000 saloon, fitted heater, unmarked; £595.

1957 Morris Minor 1000 convertible de luxe model, unmarked; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2046]

GUY SALMON (TEDDINGTON), Ltd., offer:—

1955 Morris Minor saloon, grey, 24,000 miles; £455.—29-31, High St., Teddington, Kingston 1995. [C4001]

JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1957 Minor 1,000 2-dr. sal., from £565; 1956 4-door, d.c., dark green, £525 (all low miles). B.M.C. warranties—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2086]

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1957 Morris Minor 1000 2-door saloon, birch grey, red trim, unmarked, heater; choice of 3 from £575-226-232, 246-248, High Rd., London, N.15. Tel. 0415. [C1155]

1955 (September) Morris Minor Travellers, low mileage; £520.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441-6666. [C1036]

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

£459!!! 1955 Morris Minor 4-door de luxe saloon, the most beautiful specimen on offer.

£419!!! 1954 convertible, birch grey, heater, etc., one owner, exceptional.

£489!!! 1954 Traveller's car, birch grey, heater, etc., perfect order, distance no object; terms, exchange, open week-ends.—Ann Street Motors, Worthing 8405. [C1176]

£499!!! 1955 Morris Minor 4-door de luxe saloon, the most beautiful specimen on offer.

£485!!! 1955 Morris Minor Traveller, mileage 7,000-odd, £695; 1955 2-door saloon; £495.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1956 Morris Minor de luxe travellers car, low mileage, one owner, unmarked, taxed; £565.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1030]

1955 Morris Minor Traveller, heater, guaranteed, from £675; terms, exchanges.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9703.

1955 Morris Minor Travellers car, heater, one owner since new, immaculate; £695.—Overside Motors, Cavendish Rd., N.W.6. Willmott 0046. [C1121]

1957 (Oct.) Morris Minor Traveller, mileage 7,000-odd, £695; 1955 2-door saloon; £495.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1956 Morris Minor de luxe travellers car, low mileage, one owner, unmarked, taxed; £565.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1030]

1953 Morris Minor saloon, heater, guaranteed, £385; also 1949 Minor saloon, heater, guaranteed, £310.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C5029]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

METROPOLITAN

CAR MART, Ltd.

SOLE London Austin distributors.

£625—Austin Metropolitan 1500 convertible, radio, heater, extra; reg. 1958, with 6 months' guarantee.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

1212. TOM GARNER, Ltd., offer:—

1957 (November) Nash Metropolitan hard top coupe, cream/red, radio, etc., 5,000 only; £685.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

£695—Hard top, red/white, 500 miles only.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841. [C2073]**1958** Metropolitan, 5,000 miles only; £665.—John Gray, 20, Hermitage Lane, N.W.2. Speke 1242. [C2026]**1957** Metropolitan hard top, primrose/white, new condition; £620; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087]**1957** (July) Austin Metropolitan f/h coupe, green and white, in perfect condition; £640.—Phoenix Motor Co. (Surrey), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C3043]

M.G. MIDGET

WEYBRIDGE AUTOMOBILES offer:—

1952 M.G. TD 2-seater, white with beige interior, fitted supercharger, really excellent condition throughout; £465.—[C4085]

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2233, extn. 19. [C4094]

BOON PORTER, Ltd., M.G. agents.

1955 TF 1500 roadster, 36,000, expertly maintained; £590.—CASTELNAU, S.W.13 (Nr. Hammersmith Bridge). Riv. 4444. [C1022]

JARVIS OF WIMBLEDON.—100% B.M.C. dealers.

1953 M.G. T.D., black/biscuit, chrome luggage grid, the best T.D. we have had for a long time, full history, never raced or rallied; £3,000 guarantee; £520.—Jarvis & Sons, Ltd., 6 W.19. Lib. 8211. Wim. 2526. [C2066]

ERIC WILLIAMS, Ltd., offer:—

1947 M.G. TC, black with beige interior, immaculate condition; £355.—Pierpoint St., Worcester. Tel. 5786. [C610]

GLANFIELD LAWRENCE offer:—

1954 M.G. TF, ivory, 26,000 miles, one owner, ex-tras, £555—607, High Rd., N.12. Finchley [C0091]

WARWICK WRIGHT, Ltd., offer:—

1948 M.G. TC sports 2-seater, red, fawn upholstered; £325.—

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

CHIPSTEAD MOTORS, Ltd., offer:—

1949 TC, B.R.G., reboxed, brakes relined, etc., chrome rack, careful owners, sound condition throughout; £385.—142, Holland Park, Ave. W.11. Park 3445-5. [C1046]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1956 M.G. A, white/black, tonneau cover and other extras, beautiful car; £755.

M.G. TF, black/green, radio, etc.; £580.

1954 M.G. TD, black/beige, tonneau, etc.; £495.**1953** M.G. TD, cream/red, excellent condition throughout; £485.

M.G. TD, red/beige, many extras; £450.

1947 M.G. TC, black/beige, new hood, etc.; £315.**1946** M.G. TC, green/beige, in really magnificent order throughout; £315.**1946** M.G. TC, black/green, special body, fine condition; £299.**1938** M.G. TA, beautiful condition throughout; £240.

NEW Marconi Varitone, grey/grey with red upholstery, immediate delivery.

PART exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. Mitcham 3392/7188. [C3036]

1953 M.G. TD, 19,000 miles, spare unused, as new throughout; £510.—Tel. Oxford 2628. [C6003]**1953** M.G. TC sports, black with red leather, radio, heater, good condition; £450.

F. DOVE (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 5151. [C6096]

15,000 miles, immaculate; £585.—2, Holly Rd., Birmingham, 20. Northern 3184. [C5977]

1954 M.G. series TF, black; £575.—Odeon Motors Ltd., Bar. 1144. [C3035]**1953** TD, green, engine, body, tyres excellent condition, going overseas. Sent 4; best offer; £50.—Farnham Rd., Seven Kings 8621. [C5986]**1953** M.G. 2-str. TD, dk. green, many extras, Michelin X tyres, good screens; £525.—E.M.A. Southsea 23261. [C5251]**1954** M.G. TF, red, one owner since new, immaculate throughout.—Blakey, 156, Newmarket Rd., Norwich. Eaton 191. [C5790]**1949** M.G. TC, B.R.G., replacement engine, excellent condition; £345 o.n.o.—11, Ouse Rd., Bedford. Bedford 4653. [C5800]

SLOCOMBES, Ltd.—1956 (Oct. '55) M.G. Magnette, one owner, speedo reading 22,350; £725.—Dudden Hill Lane, N.W.10. Willesden 4869/3934. [C4017]

M G. D. Mk. II Oct. '52, exceptional, red, direction indicators, spotlight, rack. Canadian leaving; nearest £440. London.—Box 8016. [C5825]

M.G. MIDGET

1946 TC M.G., black/green, recent replacement engine; £280.—Central Basingstoke Motors, Ltd., Brook St., Basingstoke. Tel. 2468. [C1157]**1947** TC 2-seater, black, red interior, recent reconditioned engine, very good car; £275.—Merton Motors, Wythall Garage, Wythall, Nr. Birmingham. Wythall 2130. [C1570]**1946** TC, black, good condition throughout; £280.—25, Winchester Way, Warden Hill, Cheltenham. Glos. [C5982]**£310**—1946-7 TC, black with green, really superior condition; distance no object; terms and open week-ends.—Ann Street Motors, Worthing 8405. [C1176]

M.G. AIR GARAGES, Ltd.—1953 TD, black, red, scrupulously maintained in immaculate condition throughout; written guarantee; £450.—Bishops Bridge Rd. W.2. Amb. 1061. [C2009]

595 gns.—M.G. Midget 1955 TF 1500 2-seater, red, beige leather, numerous extras, carefully used; written guarantee; terms, exchanges.—Rowland Smith, below.—**465** gns.—M.G. Midget 1953 TD 2-seater, heater, light, new, good condition throughout; excellent condition; Rowland Smith, below.—**295** gns.—M.G. Midget Late 1947 TC 2-seater, green, green leather, carefully used; written guarantee; terms, exchanges, list; open 9-7 week-days and Sundays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]**1947** M.G. TC 2-seater, red, tonneau cover and several other extras, in exceptional condition; £285; terms, exchanges.—Moreland Motors, 382, Finchley Rd., London, N.W.2. Hampstead 1218. [C1610]**1953** (Aug.) M.G. TD roadster in red, immaculate, light, distance new plastic hood just fitted, must be kept TD on offer; £450; terms, Tel. changes.—Corner Garage, Gorton St., Blackpool. Tel. 2683. [C2083]**WANTED**, a good home for my M.G. J2, new ends, W. crank, mains seals, camshaft, half shaft, hub caps, hood, tonneau, huge brakes, exceptional; £130 or near.—Tel. Woking 4048 or Burgess, Arroa, Nursery Close, Horsey, Woking, Surrey. [C5989]**M.G. F.A.** 2-seater, better than most T.C.s, new head, back, leather, lights, hood, new screens, completely reboxed, brakes, oiling, new Buna wheel and rev counter, appearance and interior post-war, excellent throughout; price £240, no offers.—For, 9019. [C5993]

M.G. Midget Cars Wanted

S. H. RICHARDSON, Tel. offer:—

WANTED all model M.G.s, any model, any year, any condition, full engine, body, chassis, reconditioning service; trade offers invited; hire purchase accounts settled.—The Meads, 33, Church Rd., Cowley, Middlesex. Uxbridge 2062. [T19104]

TC, TD, TF, wanted for cash.—Archway Engineering, Ltd., Bridgewater St., Knott Mill, Manchester, 3. Blackfriars 6455. [C0677 R]

M.G. MAGNETTE

TOM GARNER, Ltd., offer:—

1955 M.G. Magnette saloon, grey/black, heater, 26,000; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1955 M.G. Magnette saloon, grey, red upholstery, radio and heater, 27,000 miles; £735.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

SWANMORE GARAGE, Ltd., offer:—

1956 M.G. Magnette, gunmetal grey, grey interior, 30,000 miles; £795.—1176-1180, Christchurh, Rd., Boscombe East, Southbourne 43344. [C4024]

UNIVERSITY MOTORS, Ltd., offer:—

1958 M.G. Magnette Varitone saloon, grey and black, fitted manumatic clutch, 4,000 miles; £995.**1957** M.G. Magnette Varitone saloon, duo grey with black upholstery, 14,000 miles; £925.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4169]

GUY SALMON AUTOMOBILES offer:—

1957 M.G. A, blue with grey upholstery, fitted heater, luggage carrier and screen washers, 6,000 miles; £835.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [C4169]

ALEXANDER conversion, 1956, one careful owner, crimson with lawn leather, heater, etc., low mileage, specimen; £785.—142, Holland Park, Ave. W.11. Park 4545-6. [C1046]

1957 M.G. Magnette, one owner, small mileage, specially tuned; £665.**1956** M.G. Magnette Varitone colour, small mileage, one owner; £745.—Castle St., Motors, 5, St. John's Rd., Hove 7058. [C1169]**1955** (Nov.) M.G. Magnette, blue, 19,000 miles. WOODCOTE MOT. Co., Ltd., The Nutfield Distributors, Epsom 1234. [C6032]**1958** M.G. Magnette Varitone, ivory, radio, many extras, virtually new; £1,025.

M.G. Varitone, ivory and maroon, radio, immaculate condition; £925.

1956-7 M.G. Magnette, grey, red hide, one owner, excellent value; £795.**1956** M.G. Magnette, steel blue, red hide, an extremely well-maintained car; £745.

HEWITT'S GARAGE, Ltd., High St., Amblecote, Stourbridge. Tel. Stourbridge 5138. [C2138]

1958 M.G. Magnette, black, green upholstery, 540 miles only, first registered July 31st; £1,025.**1956** M.G. Magnette, one owner, black/green radio, another 77,000 miles, immaculate; £795; another, 1955, maroon interior, specimen condition; £745. Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]**57** Magnette, all red, varitone red leather, 4,200 miles; £985.—Bar. 0454. [C6008]**1958** April M.G. Magnette, red, radio, extras, 3,000, as new.—Y. C. S., Ltd., Staines 5377. [C5372]

M.G. MAGNETTE

1954 M.G. Magnette, wonderful condition; £640.—Baldwin Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [C5368]**1955** Magnette maroon, heater, beautiful appearance; £650.—Cart Bros., High St., Purley, Surrey, Uplands 4811. [C5193]**1957** Magnette Varitone saloon, blue/black, one owner; £895.—Bromham Garage, Bromham, Bedford. Tel. Oakley 339. [C6002]**1957** M.G. Magnette, overdrive, low mileage, one owner, exceptional condition; £1,025.—Robbins, East Putney. Tel. 7881. [C3010]**1956** (July) M.G. Magnette, grey, 20,000 miles, one owner, taxed; £795.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441. [C1156]**1954** (Aug.) M.G. Magnette saloon, in grey/grey leather; £895.—Gibsons Sports Cars, Lyndhurst Road, Christchurch, Hants. Tel. Highcliffe 2275. [C2109 1]**1957** (March) M.G. Magnette Varitone model, twilight grey, H.M.V. radio, 12,000 miles; £875; h.p. can be arranged.—Price, 30, Broad St., Ludlow, Shropshire.—Tel. Ludlow 400 after 6.30 p.m. [S855]**1957** (September) M.G. Magnette Varitone, duo, with automatic gearbox; total mileage 4,421; supplied and maintained in this car is definitely as new; price £950.—Box 8023. [S852]**MAGNETTE**, late '55, maroon, genuine 22,000, any inspection, enthusiast owner posted abroad, what offers?—Hudson, 29B, Officers Married Quarters, R.A.F. Hucknall, Notts. [C5994]**XXX** 1956 M.G. Magnette, one owner, Alexander conversion, high axis ratio, X tyres, full history, steel blue with black interior; £795.—Wheeler (Newbury), Ltd., Newbury 1020. [C4023]**WM**—1956 M.G. Magnette saloon, maroon, moderate mileage, exceptional condition, appearance like new; £615.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4047]**1956** M.G. Magnette, black, one owner, 19,000 miles only, radio, heater, loose covers, screenwashers, underseal, spare unused, taxed year, whole car immaculate; £795.—R. S. Head (Sales), Ltd., 424, Queen St., Maldenhead. Tel. Maldenhead 3431-2. [C4011]**M.G. Magnette Cars Wanted****MAGNETTE** saloon required, late model.—Greenways, 81, Aireford Rd., Winchester. [W4087]**ALMOST** new Magnette required immediately.—Morley, 76, Cambridge Rd., Kingston 8885. [C5016]**NEARLY** new or small-mileage M.G. Magnette wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 5325-6. [W2028]**XXX** Excellent cash price offered for good Titchfield St., London, W.1. Langham 0012. [W2003]**M.G. A** wanted.—[C4047]**M.G. A** wanted, late model.—Greenways, 81, Aireford Rd., Winchester. [W4087]**ALMOST** new Magnette required immediately.—Morley, 76, Cambridge Rd., Kingston 8885. [C5016]**NEARLY** new or small-mileage M.G. Magnette wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 5325-6. [W2028]**XXX** Excellent cash price offered for good Titchfield St., London, W.1. Langham 0012. [W2003]**M.G. 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G. A

795 gns.—M.G. June 1957. M.G. A hard top coupe, red, red leather, radio, twin passlights, radiator blind, one owner, exceptional; written guarantee; choice of 2; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

110 mph if you dare with this 1956 M.G. A; it is 110 green and has a luggage rack, radio, spoked wheels, wire wheels, tonneau cover, Michelin L7 and fog lamps, paint chrome uppers, body and engine in excellent condition; this car has been used as a second car and the owner can no longer afford the luxury. £725.—From Kemp, Kandahar, Fagnall Lane, Winchmore Hill, Amersham, Bucks. [S752]

1957 (Sept.) M.G. A fixed head coupe, 6,000 miles, positively outstanding example, fitted Michelin tyres, heater, twin pass lamps, reversing light, roof lamp, light, radio, etc.; body and space, Haldex speed pilot, etc., etc.; this car really has been carefully used, not raced; terms, exchanges.—Finchley Motors 23, Ballards Lane, N.5. Finchley 1503. [T9112]

1957 M.G. A sports, cream with red interior, fitted high compression pistons, special head and bearings, wire wheels with racing tyres, hood and tonneau cover, body and engine in excellent condition and has a most exciting performance, the mileage is 12,800; cost new with modifications and extras approx. £1,150; our price £850; 3 months' warranty given excluding use for racing or rallying.—Weedon Road Garage, Northampton. Tel. 33155. [5903]

M.G. MISCELLANEOUS

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [T0396/R]

BEAUTIES OF KINGSTON, M.G. specialists—Sales, spares, repairs.—102, London Rd., Kingston. Kin. 5348. [T0022/R]

TOM ALLERY AUTOMOBILES—1953 1½-litre M.G. saloon, radio, heater, reconditioned engine just fitted, beautiful car; £495.—68, Hill Rd., Wimbledon 3848.

1951 M.G. 1½-litre saloon, black, excellent condition, new engine, battery, brakes; £430.—Bromham Garage, Bromham, Bedford. Tel. Oakley 339. [T0000]

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [T0418/R]

URGENTLY required, 1946-47 M.G. saloons and 2-seaters.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliff 2278. [T2109]

M.G. Spares and Service

TOULMIN MOTORS specialists. [T0349/R]

SOLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Monday to Saturday.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middle, Tel. Hou. 2238 and 3436. [T0349/R]

W. JACOBS & SON, Ltd.

SPECIALISTS in M.G. spares and service.

W. JACOBS & SON, Ltd., Mill Garage, Chiswick Rd., South Woodford, E.18. Wanstead 77535-5. [T0349/R]

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 54436. [C2028]

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London W.1. Gros. 4141. [T0505/R]

SPARES, most models, gaskets, valves, springs, ball-screws, wheels, road springs, new crankshafts for X.P.A.G. models; chromium, magnesium, etc., and racing spares; chromed bushes, etc., light alloy and performance heads, M.G. A, Magnette, Derrington, 158-161, London Rd., Kingston 5621-2. [T1071]

MG. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt post service, c.o.d. and delivery, working workshop, all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5083. [T0433/R]

Minerva Cars Wanted

MINERVA wanted, any model.—154, Lancing Rd., Orpington. Tel. 22433. [T1165]

MORGAN

B. J. HUNTER, Ltd., Austin agents, offer:—

1952 Morgan Plus Four, one owner, mint condition; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2040]

MORGAN 4/4, almost new Ford 10 engine, typewriter, heater, etc., in excellent condition; £220.—[T5823]

1958 Morgan 2-seater in red with black upholstery, 800 miles only; £715.—Kings of Oxford, New Rd., Oxford. Tel. 48458-9. [C5136]

1956 Morgan 4-4 series II competition model, 10,000 miles; £220; also 1955 Morgan coupe, immaculate; £495.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7753. [T0634/R]

DISTRIBUTORS for Derbyshire and South Yorkshire, W. Machen & Son, Ltd., Lockwood Lane Garage, Stonegrave, Chesterfield. Tel. 4615. Also Beauchamp Garage, 157, Abdydale Road, South, Sheffield. Tel. 71025. [T0634/R]

395 gns.—Morgan Plus 4 late 1952 sports 4-seater, red, carefully used; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

MORGAN

1958 Morgan 4/4, High Stage III, immaculate condition throughout, Buckler racing gears, fastest in country, maintained by enthusiast regardless of expense, never raced or rallied, 5,000 miles; £675.—Wright, Inchgarth, Collington Grove, Bexhill-on-Sea. [S830]

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [T0418/R]

BASIL ROY, Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1. Langham 7733. [T0514/R]

MORRIS MINOR

ERIC HAYES, Ltd., offer:—

1956 (April) Morris Minor Traveller, finished in dark green, fitted heater, taxed; £555.—[T0408/R]

CROFTON GARAGES, Ltd.

1954 Morris Minor 4-door de luxe, fitted heater, windscreen washers, wing mirrors, finished in Clarendon grey, red interior; £475.—132, Whitechapel Rd., Bishopsgate 3393. [C1139]

R. S. CURRIE & Co., Ltd.

1955 Morris Minor 2-door saloon, in black; £460.—105, Westbourne Grove, W.2. Baywater 0085. [C1095]

J. DAVY, Ltd., Morris agents.

1958 Minor 4-door de luxe saloon, 2,350 miles, export specification, as new throughout; £655.—184, Kensington High St., W.8. Wes. 7181.—215, Brompton Rd., S.W.3. Knt. 4215. [C1069]

T. F. FORBES & SON, Ltd., offer:—

1957 (July) Minor 1000, 4-door de luxe saloon, one owner, 13,400 miles, black with red trim, B.M.C. guarantee, immaculate; £570.—198, 202, Wells Rd., W.2. Shepherds Bush 2295. [T0640]

GLENFIELD LAWRENCE offer:—

1955 Morris Minor saloon de luxe, black with red interior, heater, unmarked; £475.—407, High Rd., N.12. Finchley 0091. [C2053]

WARWICK WRIGHT, Ltd., offer:—

1957 Morris Minor 1000, 2-door, grey, mileage 120, 000; full guarantee, taxed year, £625.—Tel. Walsall 4922. [T0625]

1955 Morris Minor saloon, green/green, ex-condition, heater; £495.—79, Beechwood Grove 2437. [T1620]

1957 Morris Minor 1000 Traveller, as new; £685.—Castle St. Motors, 5, St. John's Rd., Hove 70586. [C1169]

1954 model Morris Minor 2-door, new engine, ex-condition; £465.—Robbins, East Putney, Tel. 7881. [C2010]

1955 saloon, choice 2- or 4-door, quality tested guarantee.—E. J. Baker (Dorking), Ltd., 275, London Rd., Staines 4211. [T1726]

1956 Morris Minor Travellers de luxe, excellent condition throughout; £565.—King Motors, 1, High St., Hounslow S.W.2/2559. [C2049]

1954 Morris Minor 2-door, new engine just fitted, on order; £415.—R. E. Motors, Ltd., 77-75, Albany Rd., N.W.1. Euston 8994. [C4117]

BROCKHAM MOTOR Co. offer from the largest selection in the south all with written guarantee and very low mileage:—

1957 1000 4-door, green, as new; £565.

1957 1000 2-door, grey, excellent; £565.

1956 2-door, 4in stock; from £465.

1955-6 4-door, 3 to pick from; £485.

1955 2-door, various colours; from £435.

1954 4-door saloons, black; from £455.

1954 2-door saloons, several in stock; £410.

1953 convertible, very clean, taxed; £375.

1953 saloons, several from £350.

87 Middle St., Brockham Green, Bechworth, Surrey. Betchworth 2210 and Dawes Green 510. All four doors. [C1119]

1958 model Minor 1000, four-door de luxe, 5,000 miles. Underseals, extras, taxed year, immaculate; £565.—Tel. Prestel 2186. [T15812]

B J. HUNTER, Ltd., Austin agents, offer:—

1957 Morris Minor 1000 saloon, fitted heater, unmarked; £595.

1957 Morris Minor 1000 convertible de luxe model, unmarked; £575.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6505. [C2046]

GUY SALMON (TEDDINGTON), Ltd., offer:—

1955 Morris Minor saloon, grey, 24,000 miles; £455.—29-31, High St., Teddington. Kingston 1193. [C4001]

JARVIS OF WIMBLEDON, 100% B.M.C. dealers.

1957 Minor 1,000 2-dr. sal.—from £565.—1956 4-door d. l. dark green, £525 (all low mileages). B.M.C. warranties.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2086]

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1957 Morris Minor 1000 2-door saloon, birch grey, red trim, unmarked; heater; choice of 3 from £575—226-232, 246-248, High Rd., London, N.15. Tel. 4015. [T0615]

1955 (September) Morris Minor Travellers, low mileage; £520.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036]

PERFORMANCE CARS (Ealing 8841) unique selection (198 cars) on page 1. [C3041]

£459—1958 saloon de luxe, Empire green, one private owner, spotless.

£419—1958 convertible, birch grey, heater, etc., one owner, exceptional.

£489—1958 2-door saloon, car, birch grey, heater, etc., perfect order, distance no object; terms and exchanges; open week-ends.—Ann Street Motors, Worthing 8405. [C1176]

£499!! 1955 Morris Minor 4-door de luxe saloon, the most beautiful specimen on offer.

£1000 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

MORRIS MINOR

1955 Morris Minor Traveller, beige, heater, taxed to Dec., immaculate condition; £455.—Finchley, N.5. Fin. 0115-7.

1953 Morris Minor 2-door saloon, heater, black, red upholstery; £395.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

1956 Minor 2-door, black, new Morris engine; £465.—Bowl.

1955 Minor 2-door, black, radio, extras, smarter car impossible; £455.—Below.

1955 Minor convertible, grey, far above average; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C1019]

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [T0612/R]

BOGNOR STATION GARAGE—1949 Morris Minor; £285.—29, Longford Rd., Bognor 2102. [C1160]

1953 Morris Minor saloon, heater, guaranteed; £310.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C0308]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MINOR

1955 Morris Minor saloon, with heater, superior condition, new tyres, licensed to December; £435.—S. V. Robinson, Kimbolton, Huntingdon. Tel. Kimbolton 232.

1955 (June) Morris Minor 4-door saloon, black, heater, radio, wing mirrors, reversing light, taxed, excellent condition; £365.—Catermoles (Garages) Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C1183]

1957 Morris Minor 2- and 4-door saloons, mileage 12,000 to 15,000, B.M.C. guaranteed; £550 to £575.—Lankster Engineering Co., Ltd., 39, Eden St., Kingston, Kin. 3151. [C0464/R]

1956 (Aug.) Morris Minor 4-door de luxe saloon, black, heater, one owner, taxed, excellent condition; £510.—Catermoles (Garages) Ltd., 79, Pentonville Rd., N.1. Terminus 1001. [C422]

1956 Morris Minor 4-door saloon de luxe model, grey with red leather upholstery, heater, very low mileage for the year, 13,000 miles only; one owner since 1954, in excellent condition; £535.—John Clark Ltd., East Horsley. Tel. 400. [C1173]

1956 (1951) Minor tourer, just taken in part exchange from a school teacher who looked after the car like a star pupil, really exceptional condition; £350.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3095/1]

1957 Morris Minor 1000 2-door de luxe saloon, in various colours, from 8,000 to 25,000 miles, choice of 10 cars all in excellent condition and well maintained, prices ranging from £495 to £575 according to mileage.

COVENTRY & JEFFFS, Ltd. Tel. Bristol 37076. [C5945]

MORRIS Minor 1000 Traveller, birch grey, red interior, first registered Nov. 23rd, 1956, incl. heater, screenwash, wing mirrors, and licence to Dec. 31st, 1958, one owner, 13,000 miles only, brand new condition, new cost £407, special price £625.

MCCANNON MOTORS, Ltd., 3, Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020]

445 Morris Minor 1956 saloon, heater, pass light, wing mirrors, one owner, excellent condition; written guarantee; choice of 6 Minors: terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Morris Minor Cars Wanted
ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [C3016]

ROWLAND SMITH'S the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C4018/R]

NEARLY new Morris Minor Travellers car required; consider saloon.—Greenways, 81, Alresford Rd., Winchcombe. [C4087]

MORRIS 8 & 10
225 Morris 10 late 1957 de luxe saloon, black, sliding head, brown leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

MORRIS TWELVE
MORRIS 12, 1957's 1954 reconditioned throughout, new paint, new steering box, king pins, etc., through, also spare engine, and, etc.—please write.—P. G. Clegg, Preston Drive, Langdon, Wootton, Northampton; all replies answered; offers. [C5824]

MORRIS COWLEY
GLANFIELD, Lawrence, offer:

1954 (November) Morris Cowley saloon, Empire green, green interior, one careful owner, heater, beautiful condition; £485.—407, High Rd., N.12. Finchley 0091.

1955 Morris Cowley, blue, one owner; £545.—Odeon Motors, Ltd., Bar. 1144. [C1328]

1955 Morris Cowley, absolutely as new, heater, low mileage; £489.

PREMIER MOTORS, 295, Lewisham High St., S.E.13, Lee Green 1051. [C3063]

1956 Cowley, sandy beige, red trim, heater, one owner, in very good condition, guaranteed; £595; all facilities, part exchange.

J. S. MONRO, Used Car Specialist, Newbury Rd., Andover. Tel. 5006. [C4577]

JACK ROSE, Ltd., offer 1955 (August) Morris Cowley saloon, in beige, one careful owner, 20,000 miles, almost unmarked condition, many extras; accept £535.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

MORRIS OXFORD
A1 at Brown's.

1957 Morris Oxford, beige and red interior, heater; £725.—J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025]

CROFTON GARAGES, Ltd.

1954 Morris Oxford Travellers, fitted heater, finished in grey, £525.—132, Whitechapel Rd., Bishopsgate. [C1139]

ELM AUTOSALF'S offer:

1954 Morris Oxford, birch grey, red leather, heater, one owner; £495.—66-68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

ERIC HAYES, Ltd., offer:

1952 Morris Oxford saloon, finished in beige, in excellent condition; £410.—13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033]

H. A. SAUNDERS, Ltd., offer:

1957 Morris Oxford saloon, black, red, red upholstery, recorded mileage 9,344, heater; £785.—H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

T. F. FORD & SON, Ltd., offer:

1957 (June) Oxford saloon, one owner, 13,000 miles, black with red trim, screen washers, B.M.C. guarantee, immaculate; £720.—198, 202, Wells Rd., W.12. Shepherds Bush 2293. [C6039]

MORRIS OXFORD

HENLAYS offer with 4 months' guarantee:

1957 Morris Oxford saloon, one owner, grey with red interior; £775.

HENLAYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721.

JARVIS OF WIMBLEDON,—100% B.M.C. dealers.

1955 Series II Oxford, blue, many extras, full 6-str.; £545.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221, Wim. 2526. [C2086]

£615—1956 Morris Oxford Traveller.—Oxford, 67, George St., W.1. Welbeck 6899. [C3115]

1957 Morris Oxford saloon, 15,000 miles; £735.—Foots Cray 2132, 2589. [C5735]

1956 Morris Oxford Traveller, one owner, many extras; £645.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Ravensbourne 2634-5. [C1129]

1954 (July) Oxford, birch grey, red, licensed; £495.—F. L. Crammore, Tel. 2040 Potters Bar. [C1069]

YES,—but if it's Morris—it's Sparks of Streatham Hill, S.W.2. your main depot.—Tulse Hill 3434. [C0813, R]

1954 Morris Oxford Traveller, birch grey and red, a very attractive and well-maintained car; £450.

MICHAEL CHRISTIE, MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. Aylesbury 4727. [C1094]

1953 Oxford, August, new tyres, battery, black red, extremely clean car; £399.—5, Minton Rd., Feltham, Bognor 775, 9-5.30. [C1505]

1956 Morris Oxford Traveller, green, low mileage, one owner, immaculate condition, taxed; £695.—Clerkenwell 4425. [C1676]

MORRIS Oxford Traveller, new model, works mileage, duo-tone.—Harthorne, West Clandon. [C1683]

SERIES 2 Morris Oxford August '56, owner going abroad, condition perfect throughout, heater, wing mirrors, reversing light; £615.—Farnham 6000. [C1613]

1952 (October) Morris Oxford, superb condition throughout; £595.—Brookside Motors, 102, High St., Uxbridge. Tel. 3164. [C6047]

MORRIS Oxford Traveller, 1954, excellent condition, engine just reconditioned, £500.—Wansbeck, Uxley Green, Bilton, Beds. [C15966]

£425 1955 Morris Oxford saloon, Dorchester green, heater, superb condition throughout.—Autonships, 5, Balham High Rd., Balham 1509. [C1605]

1957 Morris Oxford saloon, one owner, grey with red interior, immaculate condition; £750.—Windovers, Ltd., The Hyde, Hendon. Colindale 4051. [C4118]

1958 (November, 1957) Morris Oxford Travellers, radio, heater, 12,000 miles; £910.—Farnham Motor Co. Ltd., Downing St., Farnham. Tel. Fox Lane 1528. [C1605]

1958 Morris Oxford Traveller as new, 5,000 miles only, heater, touring bracket; £710.—Gutherford, 1, Blagden Close, Southgate, N.14. Tel. Fox Lane 2351. [C2110]

1955 Morris Oxford saloon, dark green with grey upholstery, 5,700 miles, fitted heater, new condition throughout; £825.—Castle's Church Gate, Leicester 2351. [C5849]

!!! Travellers; a choice of many Oxford Travellers, including 1954 all-mail 4-door estate, 1957 series III, 1956, 1955, and 1954, all reconditioned by our works and in exceptional order.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]

495 Morris Oxford 1955 model Series II de luxe saloon, Clarendon grey, red leather, heater, screen washers, excellent condition, with extras, including open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Morris Oxford Cars Wanted
MORRIS Oxford saloon, required, late model, Travellers considered.—81, Alresford Rd., Winchester. [C4067]

ROWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [C4018/R]

MORRIS ISIS

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£665—Morris Isis saloon, heater, reg. 1957.

£665—Morris Isis saloon, heater, reg. 1957.

CAR MART, Ltd., 150, Park Lane, W.1. (Corner of Piccadilly) Grosvenor 3434. [C1039]

J. DAVY, Ltd., Morris agent.

1957 Isis automatic saloon, one owner, 14,000 miles, immaculate condition; £835. [C1600]

180 215, Kensington High St., W.8. Wes. 7181, North Row, Park Lane, W.1. Hyde 2311. [C1069]

H. A. SAUNDERS, Ltd., offer:

1957 Morris Isis automatic saloon, black, red upholstery, recorded mileage 11,731, heater; £845.—H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

1955-6 Morris Isis, one owner, heater, beautiful condition, some paintwork; £495.

PREMIER MOTORS, 295, Lewisham High St., S.E.13, Lee Green 1051. [C3083]

1956 Morris Isis saloon, black with red interior; £645.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

£765 W.1. Welbeck 6899. [C3115]

1955 Morris Isis, beautiful condition, one owner; £595.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7735. [C5887]

AZ MOTORS offer 1955 Isis saloon, splendid condition; unmistakable bargain, £495!!!—Palmerston Rd., N.W.6. Mat. 4723. [C1011]

1957 Oxford saloon, black, red, red upholstery, recorded mileage 9,344, heater; £785.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

T. F. FORD & SON, Ltd., offer:

1957 (June) Oxford saloon, one owner, 13,000 miles, black with red trim, screen washers, B.M.C. guarantee, immaculate; £720.—198, 202, Wells Rd., W.12. Shepherds Bush 2293. [C6039]

MORRIS ISIS

!!! Travellers; a choice of several Isis Travellers, 1956 and 1955, reconditioned by our works and in exceptional order.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C3093]

MORRIS MISCELLANEOUS

1938 25, rare 2-door saloon; £50 o.n.o.—Tel. Braishfield (Hants.) 409. [C1591]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018, R]

Morris Spares and Service

MORRIS genuine spares and special services in the West End.

MORRIS AND COMPANY

Cleveland Garage, Cleveland St., Tel. Mus. 1932. [C1042, R]

HAMMERSMITH

W.6. Rogers Garages, Engineers, Hammersmith Ave., Riverside 2644 Sales and Service [C1054]

R. HARDY & SON

15, Marylebone High St., W.1. Tel. 10365. R—Experienced for nearly a century, complete overhauls and coachwork our specialty; exchange engine units, spares and accessories.—Hunter 0942. [C1036, R]

NASH

NASH models, spares and service.

NASH CONCESSIONAIRES

Ltd., Albany St., N.W.1. Euston 555. [C1055]

1955 (August) Cross Country Rambler. Farina

body, right-hand drive, U.K. cost £2,000; accept £1,150 or near offer.—11, Warwick Rd., Reading 81846. [C1055]

NASH

NASH genuine spares and special services in the West End.

NASH CONCESSIONAIRES

Ltd., Albany St., N.W.1. Euston 555. [C1055]

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NASH genuine spares and special services in the West End.

NASH CONCESSIONAIRES

Ltd., Albany St., N.W.1. Euston 555. [C105

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.
U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London S.W.3. (Tel. Flaxman 7752-34).
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [F0617/R]

PORSCHE

1600 Super.—See Lockhart's classified advertisement in this issue under Continental cars. [15122]
1958 latest Super 1600 cabriolet, total mileage only 1,000, silver red leather, black hood, radio; £2,200.
1956 1600 standard coupe, one owner, colour blue, an exceptionally fine example; £1,450.
1955 1500 standard coupe, 13,000 miles only, one owner; £1,275.

ALL these cars are guaranteed.

AFN, Ltd., Porsche concessionaires for U.K., Falcon Works, 400, London Rd., Isleworth, Hounslow 0011. [C2015]

1954 Porsche Super 1500 coupe, radio, 34,000 miles, pearl grey, in absolutely perfect order; £1,125.

V & F MONACO MOTORS, The Porsche Service Specialists, 365, Fulham Rd., S.W.10. Tel. Flaxman 4525. [C6097]
1957 (May) 1600 Super coupe, 7,000 miles, blue, absolutely immaculate; £1,645; exchange Selly's of Motherwell, Ltd. Tel. 1580. [15167]
1958 1600 coupe delivered new by us offered at £1,795; 1956 (June) Porsche 1600 coupe, 29,000 miles, £1,395.—Litherland Motors (Lpool), Ltd., Liverpool, 21, Tel. Waterloo 2484-5. [T9861]

J. H. BARTLETT, the Porsche buyers and stockists, offer: Porsche new 1958 coupe, early delivery; Porsche 1956 super coupe, 4,000 miles, only 1,000 immediately available from new, cash £2,200, now offered at £1,925, repairs and service—27, Pembrey Villas, W.11. Baywater 0523.

Porsche Cars Wanted

LATE models urgently required—Chipstead Motors, 142, Holland Park Ave., W.11. Park 5445-6.
PRIVATLY, 1500 standard, 1.h.d. acceptable; 20,000m., full details please.—Goodman, Church Hill, Belbroughton, Worcs. Belbroughton 220. [5687]

RACING CARS

1958 Formula II Lotus, twin cam, this car is new and raced twice; cost £2,500; offered at £2,100.
1957 Formula II Lotus, twin cam, ex works; offered at £1,850.
NEW twin cam 1500 engine at £925.

A E.C. diesel Transporter, ex-Connaught, engg. a beautiful fitted out, will carry 2 cars, 7 people and gear; £295.

1957 Lotus XI Le Mans Series II, electron wheels, a superb specimen, Weber carbs, etc.; £1,150.

GENUINE ex-Moss Cooper-Alta 2-litre, like new, just put on petrol by H.W.M., in superb order; £695.

TERMS can be arranged and I will take any type of car in part or whole payment.—Apply John Fisher, 201, New Rd., Portmouth 63143. [5729]

1956 Cooper Climax 1,500cc sports racing car, ex-works car, magnificient condition; £950.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth 2254. [C4081]

COOPER'S GARAGE (SURREY), Ltd., 245, Ewell Rd., Surbiton, Surrey, Tel. Elmbridge 3516, are sole concessionaires for the 1950 Formula II Cooper Climax and 500cc Formula III racing cars and 1,100cc and 1,500cc Cooper-Climax sports cars. [0281/R]

RAILTON

TERRIFIC CARS, Ltd., Railton specialists, offer:—

1937 Fairmile drop head, exceptional condition throughout, specimen motor car, taxed year, bills available for £700; unrepeated offer at £2,250.

1936 Straight Eight tourer, grey, green interior, very clean car; £175.

A ll models for sale and wanted, spares and service available.—J. M. Morris, 10, Weymouth Rd., Thornton Heath, Surrey, Tel. 3037. And at 56 Westway, Caterham. [C4155]

RELIANT

25 second-hand Reliant cars and vans in stock from £100, new models available; every other make of three-wheeler also in stock for immediate delivery.—King's Motors (Oxford), Ltd., New Rd., Oxford. Tel. 4845-9. [C5156]

RENAULT

J DAVY, Ltd., Renault agent.

1957 Dauphine, one owner, 11,900 miles, sun roof, comprehensive guarantee; £585.

68 North Row, Park Lane, W.1, Hyde 2311. [C1068]

£625—1957 Renault Dauphine.

£465—1955 Renault 750 saloon—Oxford, 67, George St., W.1, Welbeck 6899. [C5115]

WARWICK WRIGHT, Ltd., offer:—

1956 (November) Renault Dauphine saloon, green, green upholstery, 6,000 miles; £695.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

CMI CAR SALES (Primrose 6025) offer:—

1956 Renault Fregate, Amiral, mist green, big engine, one owner, exceptional condition; £685.

3 months' guarantee; terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

CHARLES FOLLETT, Ltd., officially appointed London distributors, offer:—

1957 (April) Dauphine, sun roof, Fregate, 4,920 miles only, serviced, 6 months' guarantee; £660.

SPARROWSONS, 18, Berkeley St., London, W.1. May- 6266.

SERVICE: Works and Stores, Barnsley Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

RENAULT

RICHARDS & CARR, Ltd., are always best value.

1958 Dauphine, red, radio, many extras, 5,000 miles, virtually new, guaranteed; £665.

1957 Dauphine, sky blue, sun roof, one owner, thoroughly good throughout, guaranteed; £575.

1956 750 de luxe, 11,000 miles, one owner, exceptionally good, guaranteed; £645.

1955 Cabriolet 750, rare example, 14,900 miles, many extras, fully opening roof; £495.

1954 750 de luxe, complete engine over-haul last February, extras, outstandingly good; £565.

1958 Dauphine, grey, works mileage; £715—35, Kinerton St., S.W.1. Belgravian 3711.

1956 Dauphine automatic, superb; £665.—Robbins, East Putney, Tel. 7881. [C5045]

1957 Renault Dauphine, one owner, 8,000 miles; £585—Poo. 4575.

ALPINE BUSHEY GARAGES, Ltd., Renault specialists, offer with 5 months' guarantee.—

1955 Fregate 2-tone, radio, £550.

1955 750, blue, one owner, interior as new; £438.

1956 750s, choice of two from £475.

1956 & 1957 Dauphines, one two-pedal control, both one-owner cars serviced from new by us, from £570.

1957 Dauphine, Imperial red, many extras inc. twin carbs, and 4-branch manifold; £650.

1958 Dauphine, 10,000 miles, Ferlic clutch, white-wall tyres; £675.

PART exchanges, hire purchase, immediate insurance car, etc.

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath, Herts. Bushey Heath 3222-3.

RENAULT Dauphine 1957, blue, one owner; £625.—Stratstone, 40, Berkeley St., W.1. May 4404. [C1119]

1958 Renault Sales and Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873, (established 1909); offer.

1958 Dauphine saloon, Ferlic clutch, many extras, taxed; £695.

1957 Dauphine saloon, small mileage; £650.

1954 Renault Fregate, £495.—Davies Motors, Ltd., 354, London Rd., Ashford, Middx. Ashford 3671-2. [C1089]

£595—1957 Dauphine, see Lockhart's classified advertisement this issue under Continental cars. [C5122]

AZ MOTORS offer 1955 750 saloon, genuine R.M. 10 miles, real bargain; £425.—Palmerston Rd., N.W.6. Mai. 4723. [C1011]

1957 Dauphine, light blue, one owner; £646.—Bolton of Leeds, Ltd., 120, Albion St., Leeds 1. Tel. Leeds 36036. [C5762]

1956 Renault 750 de luxe, 14,000 miles, unblemished condition; £450.—Brookside Motors, 102, High St., Uxbridge, Tel. 5184. [C6043]

£320—1954 Renault 750 saloon, French de luxe model, sunshine roof, excellent condition—Cornwall Garage, Stratford Rd., W.E.2. Western 2616. [C6043]

WALTER SCOTT, Ltd.—1957 Dauphine, cream, 10,000 miles, excellent condition, one owner; £395.—35, College Cres., N.W.3. (Swiss Cottage Tube.) Pte. 4366. [C4006]

1958 Renault Dauphine, Ferlic clutch, 1,600 miles only; £710.—20 Park Garage (Molesley), Ltd., 199, Merton Court Way, Molesey, Surrey. Tel. Molesey 6139. [C0307]

1954 Renault 750, grey, good condition, many extras, new battery 25,000 miles; £565.—Fairbairn, Gwentrae, Kilcreggan, Dunbartonshire. [C5797]

RENAULT 750 1953 model, immaculate condition, engine recently reconditioned, taxed, insured; £315 or nearest, 2 owners only—Broadbank, Caeckeny, Abergele, Tel. Abergele 2725 and 9159. [C0154/R]

BARNEHURST GARAGE, Ltd., always have a large selection of guaranteed used Renault cars.—Barnehurst Garage, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 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1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 11

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1958 Riley 2.6-litre saloon, duo-grey, 4,000 miles; £1,275.—H. A. Hamshaw, Ltd., Humberstone Gate, Leicester. Tel. 21771. [5936]

1953 1½-litre Riley black saloon, one owner, 19,000 miles only; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]

1957 Pathfinder, black, overdrive, radio, 10,000 miles, immaculate, owner abroad; £1,050.—Mandeville, Hill Hill, Shoreham, Sussex 3897. [5609]

1955 Riley Pathfinder in two-tone grey, very nice condition; £735.—Baldwins Motors (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [5369]

£235 no offer.—1947 (Oct) 2½-litre saloon, details from third owner.—C. Arnold, 8, Homestead Way, Northampton; would accept Lynx in part exchange. [5411]

1953 (model) Riley 1½-litre RME saloon in black with brown leather; £495.—Gibsons Motors Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109]

RILEY 2½-litre saloon, carefully maintained car several extras, 4 new Michelin X tyres; £425.—Hartwell Motors, Charminster Road, Bournemouth. Tel. Winton 1777. [5936]

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements; new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 22146. [0446/R]

RILEY 2½-litre 1948, re-engined 1957, gear box and back axle replaced at same time, fitted radio and heater, colour black and green; £335.—Cut Mill Garages, Ltd., Bosham, Sussex. Tel. Bosham 2211. [6068]

TANKARD & SMITH, Ltd., offer:—1952 Riley 2½-litre saloon, red coachwork, one owner, exceptionally well maintained, excellent purchase for the Riley man; £575.—194-196, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4025]

1956 Riley Pathfinder, radio and all extras, one careful owner, taxed year; £729; exchanges and hire purchase, terms welcomed.—Saunders Abbott Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 5624. [7276]

145 (sns) Riley, late 1939 1½-litre saloon, black and grey, sliding head, leather, 4-speed synchronised, very good condition, terms exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1954 Riley 1½-litre R.M.E. series saloon, a truly immaculate specimen with two-tone coachwork in black and blue, spotless hide upholstery in pale grey, built-in heater, moderate mileage and in wonderful mechanical condition; £695. [C2108]

HILLWOOD MOTORS, 559, 571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. rooms open until 8 p.m. [C2026]

XXX 1951 (number) Riley 1½-litre saloon, black and chromium with brown leather, very bright and attractive example, thoroughly recommended; £345; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003]

Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

GOOD Riley required immediately.—G. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

NEARLY new or small mileage Riley wanted.—Green & Sons, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 5325-6. [C2028]

URGENTLY required 1946-45 Riley 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109]

RILEY Spares and Service—Prestojector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501 and 7521. [C2028/R]

JAMES (LONDON), Ltd., carry the largest stock of Riley spares in this country; special equipment, mechanics and coach repairs.—832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0092/R]

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 671096. [C2006]

ROLLS-ROYCE

JB JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.—

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444. (Open until 7 p.m.) [C1062/R]

PB Ltd. offer:—

1938 25/30 H. J. Mulliner owner driver saloon 52,000 total mileage. [C2053]

PADDON BROS. 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C2053]

MANN EGERTON.

1955 Rolls-Royce 7-passenger limousine by H. J. Mulliner, automatic gear box, black, beige hide, immaculate condition; £4,750.—14, Berkeley St., W.1. Hyde Park 2073. [C2006]

H. R. OWEN, Ltd.

1957 Silver Cloud saloon with power assisted steering, du. 4,100 miles, £5,150. [C2010]

1954 Mulliner with electric division and automatic gears, black with tan hide, one owner, 13,100 miles; £4,950. [C2011]

OFFICIALLY appointed retailers.—17, Berkeley St., W.1. Tel. Mayfair 9060. [C4133]

ROLLS-ROYCE

HC PAUL, Ltd.

1950 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, one owner, exceptional condition throughout; £1,850.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [C2040]

JACK SMITH offers:—

28000 miles only.—1954 Rolls-Royce Silver Dawn, Tudor grey/silver with red interior, outstanding condition; £2,900. [C2041]

44000 Wraith owner-driver saloon by Park Ward, black/brown hide, excellent condition; £1,425.—23, Bruton Place, Berkeley Sq., W.1. Mayfair 0661. [C4082]

K NIGHTSBRIDGE offer:—

ROLLS-ROYCE Wraith saloon with division by Park Ward, black with beige hide upholstery, in excellent condition; £1,085. [C2036]

FRANK DALE, Ltd., offers:—

1937 Phase III Sedanca de Ville by H. J. Mulliner, leather, black, property famous stage personality, lavishly fitted; £995. [C2037]

20/25 4-door shooting brake, coachbuilt, finished natural oak, history by Rolls-Royce, 7 seats; £425.—54, Bathurst Mews, Sussex Place, W.2. Ambassador 6576. [6069]

MASCOT MOTORS, Ltd., offer:—

1936 25/30 Park Ward sports saloon, black and grey, green leather, just overhauled. [C2038]

1935 20/25h. R. S. Tickford convertible, black and maroon, red leather, overhauled; £425.—20/25h. R. S. Tickford convertible, black, blue leather front, Bedford cloth read; £375. [C2039]

237 Kensal Rd., London, W.10. Ladbrooke 1251/2. [C3007]

JAC BOND (VINTAGE AUTOS).

BRANCHES in London; Hollywood, U.S.A.

ROLLS 25, 1936, first registered in England 1957; very much-sought-after luxurious Brougham sedanca de Ville by Windover; this superb carriage is fitted with basket-work and carriage lamps and was especially built, 65,150 miles only and complete history since new, new tyres and truck. [C2042]

ROLLS PIL registered in England 1955, 2-seater convertible with fantastic continental coachwork which we have just restored to brand new condition; the only one of its type. [C2043]

ROLLS 25/30, 1937, very close-coupled Thrupp semi-rimmed sports saloon, post-war appearance, sun roof, radio and heater, recorded mileage 96,000, immaculate. [C2044]

ROLLS 25 1933 sports saloon.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929-6530. [C4079]

DUNCAN HAMILTON & Co. offer:—

1953 owner driver sports saloon by James Young, midnight blue, fabulous motor car, only completed 36,000 miles, low division. [C1051]

OPEN all day Saturday.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1051]

CHIPSTEAD MOTORS, Ltd., offer:—

£1385 —Silver Wraith Hooper close coupled sports saloon, Aug. 1947, full flow engine, late type wheel discs, radio, heater, electric windows and rear blind.—142, Holland Park Ave., W.11. Park 3445/6. [C1046]

SWANMORE GARAGE, Ltd., offer:—

1934 Rolls-Royce 20/25 sports saloon by Thrupp, trade offers only.—Christchurch Rd., Bournemouth 3434. [C4024]

JAMES TAYLOR AUTOMOBILES offer:—

ROLLS-ROYCE Phantom III owner-driver saloon by Windover; nice condition throughout, good tyres; £595.—Finchley Rd., Worthing, Sussex. Finchley 3022. [C4027]

JAMES TAYLOR AUTOMOBILES offer:—

1934 Rolls-Royce 20/25 sports saloon by James Young, very attractive and almost as new as new; £595.—Finchley Rd., Worthing, Sussex. Finchley 3022. [C4027]

COMMERCE MOTOR Co., Ltd., offer:—

1956 Rolls-Royce Silver Cloud automatic saloon, 2-tones blue and grey, with grey hide interior, H.M. radio, having full 1958 modifications, faultless running, one very careful owner, a really beautiful and elegant car in mint condition; £3,650. terms/exchanges welcomed. [C2117]

337 Euston Rd., London, N.W.1. Tel. Euston 7277. [C2117]

MOTORS & PLANT (PETERBOROUGH), Ltd.

1937 Rolls-Royce 25/30 sports saloon by Barker, black, chauffeur maintained, in excellent order; £695.—Newark Rd., Peterborough. Tel. 5559. [T9013]

A & S Ltd. Selection of 7-passenger Rolls-Royce cars. See under Limousines.

A & S LTD. (Limousines Purchased), Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [C1006]

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1951 Rolls-Royce Silver Wraith owner-driven saloon, black, beige hide, loose covers, heater, radio, one owner to whom we supplied, 6 months' guarantee; £1,975. [C2045]

1937 Rolls-Royce P3 touring limousine with face forward occasions seats, this car has had approximately £3,000 spent on it since the war, is in remarkable condition throughout, attractive body. [C2046]

GURNEY NUTTING, black with real boot, £750. [C2047]

SHOWROOMS, 18, Berkeley St., London, W.1. Mayfair 6266. [C2048]

SERVICE: Works and Stores, Barnards Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

ROLLS-ROYCE

VINTAGE Rolls estate car, 2-tone grey, 20/25, immaculate—Box 8024. [C1033]

SEVEN-PASSENGER 25/30hp and Phantom III limousines; see our detailed descriptions under "Limousines";

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. (near Baker Street Station.) Welbeck 1124. [C1103]

HEARSES, brochures available, we are building deck and bearers on the 30 h.p. chassis, inspection available.

A & S & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102]

CASS'S MOTOR MART offer the following outstanding guaranteed Rolls-Royce cars serviced and conditioned with manufacturer's histories:—

1939 Wraith, delivered new in 1948, James Young saloon, 62,000 miles. [C1103]

1938 25/30 Freestone & Webb razor-edged sports saloon, 62,000 miles. [C1104]

1937 25/30 Rapier sports saloon with boot, 55,000 miles, one owner. [C1105]

1937 25/30 Thrupp & Maberly sports saloon with boot, 56,000 miles, one owner 20 years. [C1106]

1935 5, Warren St., W.1. Euston 4110, 5523. [C1107]

1948 Rolls-Royce Silver Wraith 7-seater enclosed limousine by Park Ward, in superb condition throughout; £1,500. [C1108]

AUTO TRADING Co., Ltd., 24-30, Shirley Rd., Southampton. Tel. 27451. [C1109]

7300 miles guaranteed.—1948 Rolls-Royce Silver Wraith Hooper touring limousine; £2,475.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110]

£550—1937 (Aug) roomy 25/30hp owner-driver saloon; photo, exchanges.—Lambeth Goods, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1937 Rolls-Royce 4-door sports saloon, Park Ward body, very clean condition for age; £545.—Blundell, Ltd., Christ Church Rd., Folkestone. Tel. 2726. [C1108]

1954 Rolls-Royce Silver Dawn saloon, shell and tudor grey cellulose with grey leather upholstery, automatic gear box, 37,000 miles, price £22,750.—Finsbury Bros., Ltd., Huddersfield, Bradford. [C1109]

1934 1935 and 1936 20/25 limousines and 1935 owner-driver 20/25 saloon, all very attractive, at low prices.—Claude Burgoine & Co. (Established over 50 years), St. Peter's Rd., Hammersmith. Riverside 7644. [C1156]

ROLLS-ROYCE Silver Ghost body, attractive 2-door fixed head coupe, circa 1924, by Maythorn of London, sound throughout, polished aluminium with front and rear wings, but no front seat, bonnet or running boards. [C1157]

18700 miles.—1950 Rolls-Royce Silver Wraith body, car as new; £2,350.—R. S. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maldenhead 1431-2. [C3011]

ROLLS-ROYCE 20hp shooting brake, £75.—Rolls-Royce spares: blocks, gear boxes, axles, front and rear, bearings, cylinder blocks, crankcases, valves, 20/25h. [C1158]

1958 model Silver Cloud (Oct, 1957), suede green with green hide, one owner, mileage guaranteed 4,000 only; balance of 3 years maker's warranty transferable; full service history, unmarked and as brand new throughout. £4,950; terms or exchange may be arranged through private finance companies. [C1159]

XXX 1948 (October) Rolls-Royce Silver Wraith, finished in black with rich red leather interior, heater, radio, clock, sliding roof, pass light; the car is in really magnificent condition throughout and has an interesting registration no.; we are asking £1,350; written guarantee; terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001]

ROLLS-ROYCE Cars Wanted—5, Warren St., W.1. Euston 4110, 5523. [C1104]

1937 Mon. 0205. [C1105]

ROLLS-ROYCE 20/25s wanted.—Automo, Ltd., 229, West End Lane, Hampstead, N.W.6. Ham. 5430. [C1106]

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

FRANK DALE, Ltd., require good Rolls-Royce with unusual coachwork for cash.—54, Bathurst Mews, Sussex Place, W.2. Ambassador 6576. [C1107]

MASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—237, Kensal Rd., London, W.10. Ladbrooke 1231-2. [C2007]

JACK ALPE urgently requires privately-owned 25/30 Silver Wraith limousines; also seven-passenger 1947-1951 Silver Wraiths; details please. [C1108]

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1109]

A & S & SAUNDERS, Ltd., require Rolls-Royce Limousines. Good prices for cars in above average condition. [C1110]

A & S Ltd., Providence Court, North Audley Street (Near Selfridges), Mayfair 2941. [C1106]

GEORGE NEWMAN & Co., purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [C1107]

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [C1108]

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, Crawley, Sussex. Crawley 437. [C1109]

WE are instructed to obtain good post-war Rolls-Royce, excellent price for right car. Details, please, to H. F. Edwards, 28-34 Upper High St., Epsom, Surrey. Epsom 5611. [C1110]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Spares and Service
JACK BARCLAY (SERVICE), Ltd. See page 89
[S1082/R]

CHARLES FOLLETT, Ltd., officially appointed repairers and tailors. SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266. SPARE parts.

SERVICE.—Barnsley Yard, off Eign Ave., W.9. Tel. Cunningham 5936-7-8. [00814/R]

ALL spares, new and second-hand, for all pre-war Rolls-Royce cars; all repairs and service.—COMPAGNIA, 69, Westow St., Crystal Palace, S.E.9. Tel. 3362.

ROVER 10, 12, 14, 16, 20

1947 Rover 16, 4-light saloon, £295. JACQUIERI, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043]

1938 Rover 16 6-light de luxe saloon in nice condition; £150. exchanges, terms.—BRYAN MOTORS, West End Lane, N.W.6. Hampstead 6490. [C1024]

1946 Rover 12 sports saloon, black with brown interior, first registered November 1946, engine decarbonized and new rings fitted, excellent appearance; £355. GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.1. Speedwell 4411. [C2019]

£275 !! Dear but worth it! undoubtedly the only pre-war Rover 14 Tickford drophead coupe in this condition, compares more than favourably with a 1949 model; we have recently sold. If you want a beauty, this is it! AMBS OF WOOD GREEN (Established 1897).—100 cars, 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2025]

ROVER 60

HENLYS, Ltd. WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0467/R]

TOM GARNER, Ltd., offer.—
1954 Rover 60 saloon, black, 35,000; £745. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

WEYBRIDGE AUTOMOBILES offer.—
1957 Rover 60 saloon, green with green interior, 11,250 miles only, one owner, immaculate condition throughout; £1145. WEYBRIDGE AUTOMOBILES, Ltd., 30, Queen W Rd., Weybridge, Surrey. Weybridge 2255, extn. 19. [C4094]

ROVER 60 1954, radio and heater, private; £725 o.n.o.—Hillside 9755.

1954 black, only 27,000 miles, really carefully used; £750.—Campbell Symonds, Wembley 6262. [C1037]

1954 Rover 60 in very nice condition; £765.—BALDWIN'S MOTORS (Totnes), Ltd., Station Rd., Totnes, Devon. Tel. 2404-5. [C1566]

1957 Rover 60, 7,000 miles only, smoke grey with blue leather, completely as new; £1,075.—George Newman & Co., Brighton, Ltd., Jubilee St., Brighton 24247-8.

HATTON, Birmingham, 1956 model 60, black, tan leather, one owner, low mileage, this really is a most carefully used and beautiful running car, most highly recommended. £95; hire purchase and part exchange.—Hatton Motors, Ltd., 71, Broad St., Birmingham, Midland 2437. [C2097]

Rover 60 Wanted
BRUTONS want low mileage Rover 60.—34, Beckenham Rd., Beckenham 9201. [W1104]

BAKERS OF READING, Rover distributors, require good second-hand Rover 60s.—Tel. Reading 51221-2. [0151/R]

GOOD Rover 60 saloon required for definite client.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ROVER 75

HENLYS, Ltd. WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0468/R]

EATON MOTOR Co., offer.—
1952 Rover 75, black with grey interior, immaculate and faultless; £599.

1951 Rover 75, probably the finest of its year; £555. EATON MOTOR Co., Eaton Socot 236 (St. Neots). [C2114]

1953 Rover 75 saloon, one owner, black with grey interior; £695. PASS & JOYCE, 184, Great Portland St., W.1. Tel. 3039.

1954 series Rover 75, black, excellent order; £785.—Odeon Motors, Ltd., Bar. 1144. [C1028]

1954 series Rover 75, black/tan hide, in exceptional condition, 3 months' guarantee; £765. CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159]

1958 model Rover 75, dark grey, red interior, 10,000 miles, divided seats; £1,235. WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057]

1954 black, only 30,000 miles, really immaculate; £750.—Campbell Symonds, Wembley 6262. [C1037]

ROVER 75
1952 Rover 75 4-light saloon, green with matching interior; £595.—Windovers, Ltd., The Hyde, Colindale 4051. [C4118]

ROVER 75 1953, ivory, heater, radio, red leather, 50,000.—Queensbury Garage, Ltd., 39, 101, Lavender Hill, S.W.11. Battersea 2421. [C564]

1955 saloon, one owner, heater, radio, nominal mileage, quality tested, guarantee; £915.—E. J. Baker (Dorking), Ltd., 273, London Rd., Staines 4211. [C727]

1955 Rover 75, black with grey leather interior, an immaculate one owner low mileage specimen; £895.—Parkhouse Car Sales Co., 289, London Rd., Romford, Essex. Romford 3542. [C3116]

1955 Rover 75, black with grey leather interior, excellent condition, late property of Rover enthusiast; £525.—Carr Bros., High St., Purley, Surrey. Uplands 4812. [C560]

1955 Rover 75, black, green hide, radio, excellent condition and value £645.—Hewitt Garage, Ltd., High St., Ambleside, Stourbridge. Tel. Stourbridge 5138. [C2138]

£429 !! Dear but worth it! 1948/9 Rover 75 sports saloon, this is the one you have been looking for, spotless, immaculate bodywork with wonderful chassis, most carefully used second vehicle, the finest condition; £429. [C2052]

LAMBS OF WOOD GREEN (Established 1897).—100 cars, 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

345gns—Rover 75 1949 de luxe saloon, black, sliding head, leather, i.f.s. excellent condition, written guarantee, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

ROVER 16 Wanted
BAKERS OF READING, Rover distributors, require good second-hand Rover 75s.—Tel. Reading 51221-2. [0151/R]

LOW-MILEAGE Rover 75 required to fill specific enquiry—Details to H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001]

ROVER 90

HENLYS, Ltd. WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0470/R]

RUSSELL MOTORS offer.—
1956 Rover 90, one fastidious owner, genuine mileage, radio, heater, taxed year, Rover report; £1,065.—Opposite Finchley Rd. Tube Station. [C2130]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9228. [C2060]

HA SAUNDERS, Ltd., offer.—
1956 Rover 90 saloon, cream, red upholstery, recorded mileage 16,085, heater, overdrive; £1,145. H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 3272 (8 lines). [C4099]

KJ MOTORS, LIMITED, offer.—
£985 !! 1956 Rover 90, grey, blue upholstery, one owner, superb condition; £985.

£895 !! 1956 Rover 90, black, beige upholstery, loose covers as new. [C2052]

KJ MOTORS, Limited, Bromley. Ravensbourne 3456. [C4092]

PHILIP RICKARDS, Ltd., offer.—
1958 Rover 90 saloon, fawn, low mileage, as new, part exchange, deferred terms—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051]

CHARLES FOLLETT, Ltd., offer.—
1956 Rover 90 saloon, heater, screen washers, pass light, one owner, green with green interior; £750. [C2052]

SHOWHOMES, 18, Berkeley Street, London, W.1. Mayfair 6266. [C2053]

SERVICE, Works and Stores, Barnsley Yard, off Eign Ave., W.9. Cunningham 5956. [C2010]

CROFTON GARAGES, Ltd., offer.—
1954 Rover 90 saloons, choice of 2, duo grey and black, radio, heater, several extras, moderate mileage, one owner, both excellent cars; £725 each.—532, Kings Rd., Chelsea, S.W.3. Faxham 0505. [C1159]

WEYBRIDGE AUTOMOBILES offer.—
1954 Rover 90 saloon, green with green interior, fitted heater, excellent condition throughout; £775. [C1037]

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens W Rd., Weybridge, Surrey. Weybridge 2255, extn. 19. [C4094]

HENLYS offer with 4 months' guarantee.—
1956 model Rover 90 saloon, one owner, grey with red interior; £1,065. HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [C1605]

WEYBRIDGE AUTOMOBILES offer.—
1955 Rover 90, 22,000 miles, superb condition; £855. [C2052]

WORKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. [C4057]

1955 Rover 90, black, red hide, radio, etc. in perfect order, 3 months' guarantee; £950. [C1038]

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159]

1955 Rover 90, black, red leather; £975.—Odeon Motors, Ltd., Bar. 1144. [C3028]

1958 Rover 90; list price—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C1018]

1955 Rover 90, grey/blue, 25,000 miles, H.M.V. radio, plus all extras; £950—Emb. 2457. [C5896]

ROVER 90

1955 (June) green, specimen, one careful owner, 14,000 miles, radio; £895.—Ing's Garages, Maldenhead 2149. [C2119]

1956 Rover 90, black, beige interior, radio, overdrive, genuine low mileage, cared for by one owner only.—Box 8017. [C1037]

1956 Rover 90 overdrive saloon, duo grey/red hide, H.M.V. radio, loose covers, one owner, unmarked; £1,095. [C1036]

CLARK & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048]

1955 (Sept.) Rover 90, black with red interior, one owner from new, unmarked throughout; £895. [C1035]

MT. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. 6644. [C4371]

1956 Excellent condition, one owner; £1,095.—Clerkenwell 4425. [C0783]

1956 model Rover 90, radio, heater, one owner, superb condition; £1,095.—Robbins, East Putney, 7881. [C2130]

1954 Rover 90 saloon, green/green, completely rebuilt to Rover specification, excellent condition; £895.—Orchard 41. [C1126]

1956 Rover 90, duo grey, overdrive; £1,045.—Davies Car Centre, 23-34, Horn Lane, Acton, W.3. Tel. Acton 6751. [C2131]

1956 (Feb.) Rover 90, blue with red upholstery, mileage 22,000, overdrive, radio, wind mirrors, taxed year, immaculate condition; £1,100. F. W. KERRIDGE (NORMANDY STREET), Ltd., 2192, 2224. [C3118]

1956 saloon, one owner, extras, nominal mileage, quality tested guarantee; £1,150.—J. Baker (Dorking), Ltd., 273, London Rd., Staines 4811. [C1028]

1956 Rover 90, green, radio, heater, one owner, Neasden Lane, N.W.10. Gladstone 6474. [C2130]

1956 Rover 90, overdrive, one owner, low mileage; £1,065.—Porters Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. [C3111]

1956 Rover 90, saloon, overdrive, bucket seats, radio, etc., one owner, 17,000 miles; £1,135. terms and part exchanges.—Wheeler's (Newbury), 114, Newbury 1060. [C4023]

1954 (Aug.) Rover 90, black with red trim, 32,000 miles, radio, heater, spotlights and Ace Hinsdale, 2765.—The Black Horse Garage, 174-176, Sheen Rd., Richmond 6441. [C1116]

1956 Rover 90, black with tan upholstery, fitted radio and bucket seats, really beautiful specimen, 22,000 miles, price £1,095.—Francis Motors, 393, Humberside Rd., Leicester. Tel. 66304. [C2151]

1955 Rover 90 saloon, one owner, in excellent condition throughout, taxed December, 1st fitted radio and all extras.—Pirbright Garage, Southfields, S.W.1. Vandyke 2366. [C3149]

JOHN S. TRUSCOTT, Ltd., 1956 (April) Rover 90, black, red hide, overdrive, one owner, 15,000 miles only. A superb example; £1,085. exchanges, deferred terms.—173, Westbourne Grove, W.L. Baywater 4274. [C4035]

!!!—11,000 genuine miles. 1956 model Rover 90, black, red interior, loose covers, absolutely as new condition, licensed, 31.12.58; £1,035.—Murray King, Ltd., Bedford House, 46, Fitzroy St., W.1. Euston 8418. [C1035]

XXX 1955 Rover 90 saloon, heater, screen washers, pass light, one owner, green with green interior, 10,000 miles, 1955—Epsom 5611. [C2001]

1956 Rover 90, one owner, black, 21,000 miles only, heater, screen washers, spot light, taxed year, excellent condition throughout; £995.—R. & M. Mead (Sales), Ltd., 42, Queen St., Maldenhead. Tel. Maidenhead 3431-2. [C3011]

£675—1954 90 saloon de luxe, one owner, carefully used example which will appeal to discerning Rover purchaser. A.A. or R.A.C. inspection invited, terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2775. [C1035]

1957 (April) Rover 90 saloon, colour black with green leather upholstery, 14,400 miles, to December 3L one very careful owner and the vehicle has been meticulously maintained, fitted with heater and screen washers, price £1,350; part exchange considered.

GATES ENGINEERING Co., Ltd., Sway Rd., Brookenhurst, Hants. Tel. Brookenhurst 3344. [C997]

Rover 105

BAKERS OF READING, Rover distributors, require good second-hand Rover 105s.—Tel. Reading 51221-2. [0157/R]

ROVER 90 saloon required; consider Rover 60; cash payment—Greenways, 81, Aylesford Rd., Wincanton. [W4687]

XXX Excellent cash price offered for good Rover 90—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005]

ROVER 105

HENLYS, Ltd. WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0472 B]

LEX

‘57 Rover 105 R automatic, radio; £1,375. FOUR month's warranty.

LEX GARAGES, Ltd., 41-47, St. Johns Wood Rd., London, N.W.3. Cunningham 6151. [S876]

1957 105R (automatic), grey with red leather, radio, heater, 7,000 miles; £1,375—City Motors, George St., Oxford 48027. [C1148]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 105

PETER BANTOCK CAR SALES offer:-

1957 Rover 105R saloon, black/red leather, 8,000 miles only, literally unmarked; £1,295—104, High Rd., Chiswick 2725/5870.

HENLYS offer with 4 months' guarantee:-

1957 Rover 105R saloon, one owner, sage green with green interior; £1,575.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0061/9782.

1957 (May) Rover 105R saloon, grey and black, 12,000 miles, one owner; £1,295.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466.

1957 Rover 105S, all extras; £1,450.—Maurice J. Bevin, Churton House, Petersfitter, Salesbury 4806.

1957 Rover 105R, one owner, very low mileage, as new condition throughout, fitted radio; £1,275.—Moon's, Vic. 5225.

2412 miles!—1957 105R, automatic, 2-colour, positively as new, amazing sacrifice; £1,295.—AZ Motors, Palmerston Rd., N.W.6. Mai. 4723.

1957 Rover 105S, green, 11,000 miles, immaculate condition, always Rover serviced, one owner (deceased), taxed; nearest £1,300.—Mill Hill 3178.

1957 Rover 105R sal., 1 owner, 14,000 miles only, just completely checked over by manufacturers, grey with maroon leather; £1,195.—Clayton's Cars (London) Ltd., 17, Bruton Place, London, W.1. Hyde 9184.

Rover 60, 75, 90 and 105 Wanted

ROWLAND SMITH'S, the Rover buyers, highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

NEARLY new or small mileage Rover 60, 75, 90 and 105 wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028]

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5100. [0195/R]

HENLYS offer with 4 months' guarantee:-

1956 Land-Rover, long wheelbase, pick-up with tilt, one owner, grey with grey interior; £495.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966.

G & M ALFREDS (1936), Ltd.—1955 (Oct.) Land-Rover station wagon, superb, one owner, 6-7, Warren St., W.1. Euston 3268. [C1005]

£165—1951 Land-Rover, one owner, very good mechanical order and excellent appearance, nearly new tyres; terms to suit and exchanges. Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1055]

1956 Land-Rover, long chassis, grey, one owner, a good used vehicle; £425, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.8. Hampstead 6490. [C1024]

1955 Land-Rover de luxe estate car, magnificent condition, £485; also 1953 Land-Rover, fully equipped, spare unused, £295.—Roya Automobiles, Ltd., 122, Parkway, Regent's Park, N.W.1. Euston 7008. 8894. [C3059]

88 all-purpose, first used and regd. Dec. 1953, 88 rear passenger seats, heater and other extras, total mileage 44,000, used private motoring only, £325.—The Black Horse Garage, Ltd., 174-176, Sheen Rd., Richmond 6441. [C1116]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer immediate delivery of the new series Land-Rovers, selection of used Land-Rovers, 6 months' guarantee, H.P. and part exchange.—Write for details, South Woodford, London, E.18. Wanstead 6644. [C2039]

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd., South Woodford, London, E.16. Wanstead 6644. [W2039]

ROWLAND SMITH'S, the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S largest Rover distributor.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

ALWAYS a large selection of Rovers to choose from HENLY House, 365, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7643).

CAMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

PARKWAY, Regents Park, N.W.1. (Gulliver 5721.) [C1029/R]

CAMDEN MOTORS for Rovers, see selection from our stock on full page advert., page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

BEARTS OF KINGSTON, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5248.

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

Rover Spares and Service

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists—Bromley, Ravensbourne 3456. [0968/R]

GULLIVER ENGINE SERVICE—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.3. Gulliver 4604. [0582/R]

T. BAKER & SONS (READING), Ltd., Rover distributors for over 50 years, specialists in spare parts and service.

T. BAKER & SONS (READING), Ltd., 33-37, Friar St., Reading. Tel. Reading 51221-2. [0581/R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R]

HIGH PARK MOTORS, Ltd., Datchet, Slough, Bick, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R]

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetah Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0588/R]

MHPW SALES LTD., Bubble and Miniature car specialists; New and Used for immediate delivery.—Call 25, Piccadilly. Gerrard 6055. 186, Holland Park Ave. (just by Shepherd's Bush Green). 67, Goldsworth Rd., Woking 5231. [0210/R]

SCOOTACAR

1956 Elysee, radio and heater; £595.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111]

RICHARDS & CARR, Ltd., are always best value.

1957 Elysee saloon, light green, heater, screenwashers, underseal, one owner, superb; £695.

Elysee 1000, dark green, one owner, genuine 10,900 miles, heater, etc.; £625.

Aronde, heater, other extras; £495—35.

1955 Simca 1000, Belgrave 3711. [C3045]

HUXFORD & SON, Ltd., offer the following new and used Simcas:—

NEW model Montlhery, Elysee and 1300; used 1958 Montlhery, 1958 Grande Large Special 1957 Elysee, 1954 Aronde—West St., Porchester, Hants, Cosham 76770; Simca dealers and enthusiasts. [C2127]

LATE 1956 Simca Elysee saloon, 15,000 miles, excellent condition, licensed to Dec. £685.

MILESTONES SERVICE GARAGE, Ltd., 308, Erith Rd., Bexleyheath, Erith 2469/2629. [5930]

1956 Simca Elysee "Flash" engine, H.M.V. radio, heater; £595—Mill Street Garage, Stourbridge, Worcs. 2310. [C5974]

1957 Simca Elysee Grand Large saloon, careful use by one owner only, a fast touring car with real de luxe equipment; £750.

FERRARI'S OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [C2008]

1955 Grand Large, radio, loose covers; £495.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061]

1956 (late) Simca Regence V.8 saloon, colour blue and cream dual tone, fitted with heater and radio, side screen and intensive vinyl roof seat covers; whitewall tyres and imitation spoke wheel discs; this immaculate car cost £1,850 new, including £250 worth of extras; now offered at the bargain price of £875.—H. L. Blundell, Christ Church Rd., Folkestone 2726. [C1108]

Simca Cars Wanted

1955 and later models urgently wanted.—35, Kinnerton St., S.W.1. Belgrave 3711. [W304]

ROWLAND SMITH'S, the Simca buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

SINGER

LEX

GUAZZELLE series I convertible, red/black, works 2 miles; £845.

LEX GARAGES Ltd., 585, London Rd., North Cheam, Dorking. [S5880]

TOM GARNER, Ltd., offer:—

1958 series Singer Gazelle Series IIA saloon, Burndy beige, htr., 9,000 miles; £825.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

WARRICK WRIGHT, Ltd., offer:—

1956 Singer Gazelle Series I saloon, blue, blue upholstery, 8,000 miles; £795.

WARRICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

WARRICK WRIGHT, Ltd., offer:—

1956 Singer Gazelle convertible, green and black, green upholstery, radio and heater, 15,000 miles; £795; another in 2-tone grey, low mileage.

1957 (October) Singer Gazelle Series II (overdrive) saloon, maroon/beige, beige upholstery, heater, 11,000 miles; £795.

1957 Singer Gazelle Series I saloon, blue, blue upholstery, 8,000 miles; £795.

WARRICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

WARRICK WRIGHT, Ltd., offer:—

1956 Singer Hunter de luxe saloon, grey and green, brown, brown upholstery, radio and heater; £515.

WARRICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

1957 Singer Gazelle, radio, blue and black with red interior; £765.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039]

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Buntingsfield Lane, Barrow-in-Furness. [C6235/6]

1956 Singer Hunter de luxe, black, red leather, heater, genuine 10,000 miles; £565—Mill Street Garage, Stourbridge, Worcs. Stour 5310. [S5975]

SINGER

495 gms.—Singer Hunter 1956 saloon, silver grey, one owner, excellent condition; written guarantee; terms: exchanges—Rowland Smith, below.

295 gms.—Singer 1500 1951 model saloon, leather, heater, excellent condition; written guarantee; terms: exchanges—Rowland Smith, below.

295 gms.—Singer 1951 4AB 2-seater, leather, 1958 I.P.S. glass sidescreens, good tyres; written guarantee; choice of 2; terms: exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£560!!—1956 Singer Hunter saloon de luxe, one owner, excellent specimen of a very fine car.—Jennings, Richmond 3368.

1955 Singer 1500 roadster, one owner, mileage 18,000, as brand new; £420, terms: Avon Autos, 165, Uxbridge Rd., Hanwell, W.7. Ealing 4327. [S5840]

1951 Singer SM1500 de luxe saloon, black/beige leather, low mileage; £295.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492/6647. [C6125]

1956 Singer Hunter d/l, dark green, immaculate, leather, windscreen washers, many extras; 3 months' guarantee; £295.—Jarvis & Sons, Ltd., S.W.19. Lib. 8221. Wim. 2526. [C2008]

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R]

GAZELLE saloon required, low mileage; consider

Gestate car; cash payment—81, Alresford Rd., Winchester. [W4067]

Singer Spares and Service

SINGER spares mailed by return, trade or retail.

B & H MOTORS, Bignell's Corner, South Mimms. [S1020]

GLENFIELD LAWRENCE, 2-10, City Rd., Cardiff. [0911/R]

SINGER distributors.—East Glamorgan—spares and service.—Tel. 20531.

THE official Singer London parts distributors for all and retail orders; full vehicle service facilities also available.—Automenards, Ltd., Ferry Rd., London, S.W.13. Riverside 6291. [0754/R]

SKODA

CONNAUGHT ENGINEERING offer:—

1958 440, peacock blue, 2,000 miles only, special reason for sale; £735.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send Surrey. Ripley 5122. [C1132]

SPORTS CARS

B & G MOTORS—Gigantic sale.

SMASHING reductions; examples:—

£210, reduced from £230.—M.G. 10 TA sports 2-seater, green.

£155, reduced from £175.—M.G. 8 PA sports 2-seater, cream.

£150, reduced from £165.—Morgan 4/4 10 sports 2-seater, cream.

£145, reduced from £165.—M.G. 8 PA sports 2-seater, red.

£138, reduced from £158.—M.G. 8 PA 2-seater, red.

£95, reduced from £110.—Ford 8 open sports 4-seater, spotless cellulose (red), new hood.

£95, reduced from £110.—Austin 747 c.c. Nippy sports 2-seater.

£75, reduced from £95.—Austin 747c special 2-seater.

£80, reduced from £100.—Wescar IE 1924 Vintage open tourer, very rare, original condition.

MANY, many others; easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019]

ROWLAND SMITH'S FOR SPORTS CARS

795 gms.—M.G. A. 1957 hardtop coupe, radio, many other extras, one owner, choice of 2.

795 gms.—Triumph TR2 hardtop, registered 1957, overdrive, radio, heater, soft top, tonneau cover.

645 gms.—Triumph TR3 1956, pearl white, twin spots, badge bar, one owner, unmarked.

645 gms.—Austin-Healey 100 1955 2-seater, grey.

645 gms.—Austin-Healey 100 1955 overdrive, heater, soft top, tonneau cover.

595 gms.—M.G. Midget 1955 TP1500 2-seater, red, beige leather, screen washers, exceptional, red.

545 gms.—Triumph TR2 1954, overdrive, heater, very carefully used.

545 gms.—Ford Prefect 1956 de luxe, duo-tone, Alexander Hi-Power conv., overdrive, radio, sunsports performance.

525 gms.—Alvis 1948 special sports 4-seater, scarce model, heater, overdrive, screen washers, tonneau cover.

465 gms.—M.G. Midget 1953 TD 2-seater, heater, new hood, choice of TD's.

465 gms.—Healey 1950 2-seater, overdrive, super-sports 2-seater, grey, exceptional example.

465 gms.—Ford Zephyr 1954 convertible, duo-tone, 3 carb.

495 gms.—Morgan plus 4 late 1952 sports 4-seater.

325 gms.—Alvis 1948 special sports 4-seater, scarce model.

295 gms.—Singer 9 1951 4AB 2/4-seater, roadster, I.P.S. leather, glass sidescreens, choice of 2.

295 gms.—M.G. Midget 1947 TC 2-seater, green, green leather, good tyres.

225 gms.—H.R.C. September 1947 1½-litre special sports 2-seater, new hood and tonneau; written guarantee over £300, terms: exchanges, list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

PERFORMANCE CARS (Ealing 8841) unique selection (196 cars) on page 1. [C3041]

AUSTIN-HEALEY 1954, red/black, hard top, overdrive, heater, 1950 o.n.o.—15. Davenport Rd., Coventry. Tel. Coventry 72688. [M5686]

SPECIAL hill-climb Jaguar-Allard, built for Maurice Charles, with fibreglass body by Mistral, mechanically rebuilt 1956, flame red, taxed; £395.—Hove 71666. [C4130]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM RAPIER

1956 Sunbeam Rapier. In two-tone colour, over-drive and heater. £765.—Baldwins Motors (Totnes), Ltd., Station Rd., Totnes, Devon. 2404-5. [5367]

1958 Sunbeam Rapier saloon, series II (current model), overdrive, heater, etc., guaranteed mileage only 7,000, serviced by us since new, 3 months written guarantee. £1,125, or offer. A. GRAY & Co., Ltd., 7-8, Woodbridge Rd., Guildford, Surrey. Tel. Guildford 2885. [5367]

1956 Sunbeam Rapier saloon, in honey beige and pearl grey, fitted with many extras, a beautiful car. £855.—Phoenix Motor Co. (Surrey) Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C5044]

NOVEMBER '57, 6,000 miles, radio, heater, spot lamps, badge bar, underseal, clock, new rev. counter, screenwashers, overdrive, wing mirrors and white, £925.—Johnson & Brown, 268-270, High St., Bromley, Kent. 8841. [C5076]

1958 Sunbeam Rapier convertible, finished in moonstone and marococo, fitted overdrive, radio and all possible extras, original cost £1,210, 8,000 miles only, tax year, now offered at £975; exchanges and hire purchase terms welcomed.—Sauders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 7276. [C5076]

Sunbeam Rapier Cars Wanted
RAPIER saloon required, nearly new; consider convertible; cash payment.—St. Alresford Rd., Wimborne. [W4067]

ROWLAND SMITH'S, the Rapier buyers: highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018/R]

CAREFULLY used convertible required immediately. Cash purchase: state extras, colour and reason for sale.—Barton, Taychreggan Hotel, West Ferry, Dundee. [5370]

SUNBEAM-TALBOT

LEX
THE DOME.

'52 Sunbeam-Talbot 90 convertible, bronze with new '52 red hood, one owner, heater; £495. FOUR months' warranty.

LEX GARAGES, Ltd., Great West Rd., Brentford, Middx. Ealing 2271. [5377]

ELM AUTOSALES (MORDEN) offer:—

1950 Sunbeam-Talbot 80 12hp saloon, black, leather, reconditioned engine last year; £450.—28-30, Abbotsbury Rd., Morden. Tel. Mitcham 7122. [C2087]

SE 46 Noel Roscoe, Ltd., Showroom Window on page 625. [C5157]

SUNBEAM-TALBOT 1953, 23,000 miles, blue, as new; £625. [C5157]

G HARPER, Ltd., London Rd., Stevenage, Herts. Tel. St. 700. [53943]

1952 Sunbeam-Talbot coupe, reconditioned, new hood, heater; £495; terms—3, Reynolds Ave., Chaddow Heath, Essex. Seven Kings 5329. [C5161]

1954 Sunbeam-Talbot Mk. IIa, grey, heater and other extras, June, exceptional condition, two owners; £615. [C2111]

A FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester. Tel. Rusholme 2874. [C2111]

1951 (Oct.) Mk. II saloon, black but slightly shaggy around edges, sliding head, covers, available mid-June; £600.—Box 805. [C5096]

1955 Sunbeam-Talbot coupe, colour mist blue with deep red leather, sparkling chrome, a lovely car; £570, a bargain; h.p. arranged.—McCracken, 10, Cathcart St., Ayr. [C691]

£635!!!—1954 Sunbeam-Talbot 90 convertible, specimen condition, would pass for 1957 model, choice 2, also choice impeccable saloon, only one owner since new and many extras; £635. [C499]

!!!—Sunbeam-Talbot 90 convertible Mark II, only one owner since new, speedometer records 26,000, the whole vehicle just as you would like it to be; choice 2; choice also 2 convertibles.

£435!!!—1950/1 Sunbeam-Talbot 90, not the usual 12hp, but a beauty, 1950/1, 23,000 miles, choice in all 7 Sunbeam-Talbots; finest selection in London. [C5094]

L AMBS OF WOOD GREEN (Established 1897).—100 cars; 3 months' written guarantee; exchanges, hire purchase—421-423, High Rd., Finchley. Finchley 6222.

1953 Sunbeam-Talbot 90 coupe, two-tone, dark blue-grey, heater, twin-spots, wing mirrors, first-class condition; £555.—Maida Vale 4801. [C5093]

1952 Sunbeam-Talbot 90, black with red interior, appearance and performance consistent with a later model, bumpers and over-riders re-chromed, gear box extensively overhauled and tyres replaced; £495. [C5093]

VICTORIA AUTO-LEES, Ltd., Verulam Road, St. Albans. Tel. 56051. [C5664]

345 saloon, Sunbeam-Talbot late 1950 10hp sports saloon, bronze, sliding head, red leather, very good condition; written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

£545!!!—Mark IIa Sunbeam-Talbot 90 sports saloon, June 1955, sparkling condition and many extras; mechanically, beautifully maintained coachwork in two tone green, engine fully checked over and serviced, all extras, radio, heater, washers and wing mirrors.

HILLWOOD MOTORS, 559, 571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Show-rooms open until 8 p.m. [C2108]

Sunbeam-Talbot Cars Wanted

R ROWLAND SMITH'S, the Sunbeam-Talbot buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

SUNBEAM MISCELLANEOUS
CAMDEN MOTORS for Sunbeam-Talbot, Rapier and Alpine, see selection from our stock on full-page advert., page 40 of this issue.

CAMDEN MOTORS, Leighton Buzzard 2041. [C5015]

SWALLOW DORETTI

1955 model Swallow Dorette, finished in red, black leather interior, fitted heater, overdrive, seat covers, straight low, 12,000 miles, excellent condition, economical fast motoring; £665.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 5484. [C1161]

TALBOT

1938 Talbot sports 4-seater, cream, red seats, very smart; £135.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C6018]

Talbot Spares and Services

JOHN BLAND for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.18. Vandys 1612. [C0008/R]

TRIUMPH

L. F. DOVE, Ltd., offer:—

1958 TR3A, wire wheels, heater, primrose; £965.

1955 TR2, white, red leather, extras; £635.

1954 TR2, metallic grey, overdrive, heater, wire wheels; £550.

1954 TR2, red; £495.—L. F. Dove, Ltd., 44, Kingston Rd., London, S.W.19. Tel. Liberty 5454. [C1077]

FRANK DALE, Ltd., offer:—

TRIUMPH Renown 2000 sal., 30,000 miles, indistinguishable from new, Concours condition, taxed December, offered at realistic price—£54. Bathurst Mews, Sussex Place, W.2. Ambassador 6576. [C6067]

ENGINES RECONDITIONED, Ltd., offer:—

1949 Triumph Renown 2000, saloon, in excellent order; £295—335. Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2076]

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Triumph TR3, 8,000 miles only, overdrive, exceptional condition; £795.

1955 Triumph TR2, most carefully used; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.W.2. Tel. Gladstone 6303. [C2040]

TANKARD & SMITH, Ltd. (Tottenham) offer:—

1953 Triumph Mayflower, black and grey/red trim, outstanding condition; £575—622—632. High Rd., London, N.15. Tot. 0415. [C6029]

1955 Triumph TR2, signal red, low mileage, superb condition; £575.

1954 Triumph Renown, beautiful black low-mileage car, one owner, heater; £450.

PREMIER MOTORS, 295, Lewisham High St., S.E.15. Lee Green 1051. [C3085]

PERFORMANCE CARS (Ealing 8841) unique selection (196 cars) on page 1. [C3041]

ST. MARGARET'S MOTORS, Ltd., specialists in used TRs, and only TRs, offer:—

1957 (June) TR3, disc brakes, radio, heater, 1957 occasional saloon, tonneau, 15,000 miles, one taxed rear, red, brown interior; £795.

SHOWCARDS open until 10 p.m. (6 p.m. Sundays)—91-95 St. Margaret's Rd., Twickenham, Middx. Tel. Popesrove 5907. [C4126]

1956 Triumph TR3 with hard and soft tops, 19,000 miles, beautiful car; £725.

TAYLOR & CRAWFORD, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gros 6881.

£375 St. W.1. Welbeck 6899. [C3115]

1956 Triumph TR3 hard top, immaculate; £725.

1946 Triumph Roadster, excellent condition; £300.

h.p. terms available—Tel. Harefield 3255. [C5963]

1952 Triumph Mayflower, excellent condition; £360—7. Grosvenor Park, Bath. Tel. 5305. [C5005]

1957 1948 Triumph Renown—Offord, 87, George St., W.1. Welbeck 6899. [C3115]

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195

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

1953 Hillman Estate car, 1 owner; £359.—^[C5907]
4375.

£310—1955 Bedford Workbus, one local owner, distributor maintained; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053]

1956 21,000 miles, blue/grey, many extras; £929.—^[C1054]
K. D. Abbott, Ltd., Farnham, Surrey. Telephone 5292.

1956 (December) Ford Zodiac, Farnham estate car, 21,000 miles, blue/grey, many extras; £929.—^[C1055]
K. D. Abbott, Ltd., Farnham, Surrey. Telephone 5292.

G & M ALFREDS (1936), Ltd.—1955 Morris Minor genuine Dormobile, B.M.C. guarantee, fuller details.—6-7, Warren St., W.1. Euston 3268.

R OY'S AUTOMOBILES, Ltd. offer: 1955 Land-Rover estate; £485.—1955 Hillman Husky; £255; all above average condition—127, Parkway, Euston Park, N.W.1. Euston 2700/8894. [C3059]

AZ MOTORS offer 1957 Morris 14-str. Minibus AZ utility; bargained offer, £495!!—1952 Vanguard; £225!—1951 Oxford, £325!! Also 1955 Minx estate car, one owner, heater, engine just overhauled, £255!—1951 Commer estate car, beautiful order, £255!—Palmersom, Add. 10, 6th Mtn., 4728. [C1011]

1957 Standard Sportsman estate car; this is a one off car made by Standards and is a Vanguard estate car fitted with two carburettor sportsman engine, overdrive, 15x6.40 tyres and many extras; it has a sportsman radiator assembly and is in immaculate condition; £325.

F RANK WATSON (CROYDON), Ltd., Thornton Rd., Thornton Heath 4221. [C6050]

RLH MOTORS, Ltd. offer the following: 1955 Bedford; £285.—1952 Vanguard, radio, heater; £385.—1951 Hillman Commer; £265.—1951 ADO Countryman; £265.—1956 Thames Anglia estate; £395.—1939 Austin 10, £285.—601-609, Kings Rd., S.W.6. Renown 6647. [C2056]

!!! Pedigree Estate Cars always hold a very large stock of modern estates, including Morris Isis, Oxford and Minor Travellers, Hillman Minx and Husky estates, Humber Hawk estate, Standard Vanguard and Companions, Humber Combi Isabella estates, etc.; look in classified columns for further details; all types of vehicles taken in part exchange.—Euston 3889. Pedigree Estate Cars, 340 Euston Rd., N.W.1. [C3053]

Utility Cars Wanted: best buyers of E state cars.—Prospect 7649. [C2040/R]

R OWLAND SMITH'S The Utility car buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [F2048/R]

A USTIN Omnicar required in exchange for Bedford Kenex Aristocrat, adjustment.—Write, 35, Whinny Hill, Catterick Camp. [C5985]

M INOR Travellers, Hillman and Vanguard estate M cars, A30, A40 and A70 Countryman, and shooting brake required.—Putney 2276-7. 221, Upper Richmond Rd., Putney, S.W.15. [C107/R]

ESTATE CARS, Ltd., the Utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes; good prices paid.—441, Upper Richmond Rd., West, S.W.14. Prospect 7648-9. [C010/R]

VAUXHALL VICTOR

KJ MOTORS, Ltd., offer:—

£695—1958 series Victor Super, laurel green, 3,000 miles, as new.

£750—1958 (July) Victor Super, horizon blue and white, radio, heater, wing mirrors, 1,300 miles, as new.

KJ MOTORS, Ltd., Bromley. Ravensbourne 3456. [C5923]

GUY SALMON AUTOMOBILES offer:—

1957 Vauxhall Victor Super saloon, heater, rim trims and many other extras, property of an enthusiastic and meticulous owner, empress blue, total mileage 8,000, licensed to December, whole car as new; £675.—^[C6051]

1957 Vauxhall Victor Super saloon, crocus yellow, 8,000 miles, indistinguishable from new; £635.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001]

1958 Vauxhall Victor Super, black and red, 1,000 miles; £695. [C5913]

H FINCHLEY & SONS, Ltd., 39-45, Ballards Lane, N.3. Fin. 0113-7. [C5913]

1958 Victor Super (regd. Aug.), works mileage; £725.—Pal. 1878. [C5939]

1957 Vauxhall Victor Super, black, heater, fog lamp, Screenclean, 10,000 miles; £665.—^[C5912]

H FINCHLEY, N.3. Fin. 0113-7. [C5912]

1957 (Oct.) Victor Super, 10,000 miles, charcoal grey; must sell; £595.—Orpington 2547.

1957 Vauxhall Victor, heater and extras, one owner, £650.—Robbins, East Putney 7861. [C3010]

JACK ROSE, Ltd., offer 1957 Victor Super, in red, 9,000 miles, almost unmarked; £625.—Stafford Rd., Wellington, Surrey. Wellington 6677. [C3056]

1958 Victor Super saloons, low mileage, extras, choice of colours from £720.—Bennhill Motors, High St., Sutton, Surrey. Vigilant 8192. [C1140]

1957 saloon, heater, one owner, 8,000 miles, quality tested guarantee.—E. J. Baker (Dorking), Ltd., 273, London Rd., Staines 4211. [C5724]

1957 (June) Vauxhall Victor Super, green, extras; £665.—Rawlings, Tudor Garage, Ltd., 223-251, Fulham Rd., S.W.6. Renown 2281. [C4132]

1958 Vauxhall Victor estate car, primrose and grey with blue upholstery, one owner, 5,000 miles only, as new.—Blairme, Queens Road Garage, Croydon, entry. Tel. 25242.

1957 (July) Vauxhall Victor saloon, dark blue, heater and other extras, total mileage 8,800, one private owner, taxed year, condition as new; written guarantee; £645.

LTWOOD GARAGE, Alwood Rd., Maidenhead, Tel. Littlewick Green 70; evenings and week-ends. [C1017]

1957 (Oct.) Vauxhall Victor Super, horizon blue, heater, for lamps and other extras, under 1,000 miles, one owner; £695.—Golly's Garage, Ltd. III. Earls Court Rd., S.W.5. Fremantle 6373. [C4954]

VAUXHALL WYVERN

KJ MOTORS, Ltd., offer:—

£650—1957 series Wyvern saloon, grey and red, heater, one owner, excellent condition; £595.

£595—1956 series Wyvern saloon, black and red, heater, for lamps, etc., one owner.

KJ MOTORS, Ltd., Bromley. Ravensbourne 3456. [C5924]

RUSSELL MOTORS offer:—

1955 (August) Vauxhall Wyvern, 21,000, excepted condition, any trial; £510.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. [C3060]

ERIC HAYES, Ltd., offer:—

1954 Wyvern, one owner, excellent tyres, 28,000 miles; £455.—13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2035]

HENLYS offer with 4 months' guarantee:—

1955 model Vauxhall Wyvern, black with red interior; £565.

HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Gulliver 5721. [C6109]

COLINDALE SERVICE STATION offer:—

1954 Vauxhall Wyvern saloon, black coachwork, completely unmarked, leather interior, new, heater, one owner only, maintained regardless of cost; £465.—155-159, Edgware Rd., N.W.9. Tel. Colindale 6122. [C1166]

1954 Wyvern, grey, 19,000 only; £475.—Pal. 1878. [C5941]

1956 black, heater, carefully serviced; £605.—Campbell Symonds, Wembley 6262. [C1037]

£549—1955/56 Wyvern saloon de luxe, 21,000 miles, one owner, specimen, choice 2.

£666—1957 Wyvern de luxe saloon, one owner, 14,000 miles, grey cellulose unmarked.

L AMBS OF WOOD GREEN (Established 1897).—100 L cars; 3 months' written guarantee, terms exchange, hire purchase—421-423, High Rd., Finchley 6222. [C2052]

1955 (Oct.) Vauxhall Velox, 1956 features, maroon, grey interior, heater, one owner; £565.—Golly's Garage, Ltd., 111a, Earls Court Rd. [C5875]

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VAUXHALL VELOX

!!! 1952 Vauxhall Velox, lift-up bonnet, heater, 2-tone paint, £325.—Euston 7889. Pedigree Estate Cars, 340, Euston Rd., N.W.1. [C5093]

VAUXHALL Velox, black, one owner, 20,000 miles; £595.—Stratstone, 40, Berkeley St., W.1. May 4404. [C4022]

1956 (March) Velox, 25,000 miles, black; £575.—One Lambelle Place, N.W.3. Hampstead 1222. [C6060]

1950 Velox, heater, radio, in very good condition; £359.—C

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL CRESTA

1955 Vauxhall Cresta saloon in grey and ivory with blue and ivory leather upholstery, radio and heater, usual Cresta extras, immaculate throughout, moderate mileage: £575.

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232; showroom, open until 5 p.m. [C2108]

1955 Vauxhall Cresta, extremely smart car, all the extra, including radio, twin spot lights and whitewall tyres: £495. Anthony Hill, Ltd., Empress Archway Rd., Leagrave, Beds. Luton 5151. [C2142]

Vauxhall Cresta Cars Wanted

NEARLY new Cresta saloon required; consider Velox, not black—81. Alresford Rd., Winchester. [W4087]

A **1955** New Cresta required immediately.—Morley, 26, Cambridge Rd., Kingston. Kingston 8828. [W5016]

VAUXHALL MISCELLANEOUS

S **SHAW & KILBURN**, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout. The selection of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328.

112 and 114, Wardour St., W.1. Gerrard 4343.

A **ND** **Western Ave., W.5.** Acorn 4641. [0117/R]

"AUTORAMA for Vauxhalls: consult us for genuine used car value.

GRAHAM BROS (MOTORS), Ltd., The Automana, 799-835, Chester Rd., Streatham. [Traord 5311]. [0283/R]

Vauxhall Miscellaneous Cars Wanted

S **SHAW & KILBURN**, Vauxhall main dealers.

W **ILL** purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328.

A **ND** **Western Ave., W.5.** Acorn 4641. [0118/R]

R **OWLAND SMITH'S** the Vauxhall buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R]

Vauxhall cars, post-war models urgently required.—Golly's Garages, Ltd., Earls Court Rd., S.W.5. Fremantle 6375. [0479/R]

VETERAN CARS

WELHAM'S, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars. [C4070]

1906 De-Dion Bouton 8-h.p. dated VCC, perfect original condition throughout: £365 or exchange.—Box 7950.

Veteran Cars Wanted

PRE 1916, any condition, will collect anywhere.—C. Arnold, 8, Homestead Way, Northampton. [5440]

VINTAGE CARS

1926 3-litre Sunbeam (twin cam) tourer, colour

E.R.G., in first-class condition in every way.

1936 B.R.G. suitable club competition events. In

first-class condition throughout: £1,500.

A PROXIMATELY £1,500 spent on these cars during

A the last few years, large quantity of spares available for both cars, offers in the region of £500 for the two or would consider separating, any trial to really interested customer.—Barley Mow Engineering Ltd., Betchworth, Surrey. Tel. 2125. [5753]

1922 Morris Cowley (bulldozer), completely restored as original, mechanically sound, £150 o.n.o.—Box 7951. [5757]

VOLKSWAGEN

ECL (February) Microbus de luxe, 8-seater, sun roof, under 5,000 miles, absolutely indistinguishable from new: £1,195.

1957 Standard saloon, one owner, nominal mileage, excellent condition throughout: £495.

1955 de luxe, black, nominal mileage, carefully maintained: £525.

1955 de luxe sun-roof saloon, moderate mileage, excellent condition throughout: £540.

EUROPEAN CARS, Ltd., 129, Old Brompton Rd., E.S.W.7. Tel. 7711. [C2137]

L **OXFORD GARAGE**, Volkswagen de luxe saloon, black: £545.

1955 Volkswagen de luxe saloon sun roof, strato silver: £575.

1955 Volkswagen de luxe saloon, in bronze: £565.

1955 Volkswagen de luxe saloon, strato silver: £565.

1954 Volkswagen van, in blue: £390.

ILFORD Lane, Ilford 5155 After 6 p.m.: ven Kings 5067. [T9034]

W. N. ROAKE AUTOMOBILES offer:—

1954 Volkswagen de luxe saloon, with Wessex con-

version, extras, excellent condition: £485; terms: exchanges.—24, Widmore Rd., Bromley, Kent. [0681]

PETER BANTOCK CAR SALES offer:—

1955 Volkswagen double-side loading 15cwt trans-

porter, in beautiful condition: £445—104,

High Rd., Chiswick 2725-5870. [C1014]

ELM AUTOSALES (Volkswagen area dealers) offer:—

1954 (July) Volkswagen de luxe saloon, black, beige interior, heater and many other extras, low mileage: £499.

66 Hartsfield Rd., Wimbledon, S.W.19. Sales

66 Department, Cherrywood 1615.

V W Service Department, Elm Garage, S.W.19. Wim. 4825-0472. [C2067]

VOLKSWAGEN

BROADWAY MOTORS, Hounslow, offer:—

1957 Volkswagen, black, red upholstery, 12,000 miles only, one owner, immaculate condition: £675.—Hanworth Rd., Hounslow East Tube, Middx. Hou. 9309-0175. [C1113]

B **J HUNTER**, Ltd., Austin agents, offer:—

1958 series Volkswagen saloon de luxe, 9,000 miles only, as new: £695.—Below.

1956 Volkswagen saloon de luxe, exceptional condition: £595.—Below.

1951 Volkswagen saloon, carefully used: £395.

J HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

V&F **MONACO MOTORS**, the Volkswagen specialists, offer:—

1956 Microbus, 22,000 miles, excellent condition throughout: £765.

V&F **1956** saloon, silver grey, 15,000 miles only: £695.

V&F **1955** de luxe saloon, green, 14,000 miles only, one owner, immaculate: £565.

V&F **1955** d.l. saloon, silver blue, one owner, moderate mileage: £555.

V&F **1955** d.l. saloon, bronze, moderate mileage, good mechanically but paintwork needs attention: £495.

V&F **MONACO MOTORS**, official Volkswagen agents, Showrooms: 263, Fulham Rd., S.W.10. Flaxman 4536. Service: Fr. 4414. [4158]

BLACK & WHITE GARAGES, 'Phone 331 & 231, Harvington, Evesham.

ALWAYS a full range of new and used Volkswagen—visit our attractive showrooms—largest stocks of accessories and spares in the Midlands: also finest repair service in the Midlands by specialized trained V.W. mechanics. Volkswagen distributor for Worcestershire and Herefordshire. Office, Bredon, Hereford. Distributors: all spares (trade also supplied); part exchange; hire purchase, insurance.—Black & White Garages, Tel. Harvington 331, Evesham. [0201/R]

1955 Volkswagen de luxe, olive green, £7,000 miles.

1955 only, excellent condition, as new: £535.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097]

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists.

1955 de luxe saloon, strato silver, taxed: £525.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. And Colborne Garage (Kent), London Rd., Merton, Kent. Tel. Merton 236. [0373/R]

1956 V.W., one owner, 20,000 miles, £595; several others in stock.—Cricklewood Automobile Co., Shoot-up Hill, N.W.2. Gladstone 4803. [16042]

1956 model d.l. saloon, only 21,000 one owner 15,000 miles, superior condition asking £520, private.—Prospect 1270. [5748]

COVENTRY & JEFFS, Ltd., 52, Whiteladies Rd., Bristol, 8. Tel. 37076. Main distributors for Bristol, Gloucestershire and Wiltshire. [0667/R]

£495 1954 Volkswagen de luxe 1192cc, w.tone, £495—washers, stone guards, exc. condition—1, The Cedars, Caravan Park, Byfleet, Surrey. [5978]

1956 Volkswagen de luxe, N.I. beige, immaculate extra, best over 6,000 miles: £4900 between 3,000 and 6,000 miles: £4900. [16039]

!!! 1954 (July) Volkswagen combi Microbus, really exceptional condition, only 41,000 miles, original owner from new: £535—Euston 7889. Pedigree Estates Cars, 540, Euston Rd., N.W.1. [C3095]

1958 model Volkswagen sun roof de luxe, under-
seal, twin spots, windscreen, anti-roll and extra, cost new: £850—£725—Mill St. Garage, Stourbridge, Worcester. Volkswagen main agents, Stour 3510. [5731]

1954 Volkswagen 1151c.c. de luxe saloon, dark green, recorded mileage 47,000, good remould tyres, in good general condition. H.C. Dec.: £445.—Kingsthorpe Garage Ltd., V.W. agents, 50, Harborough Rd., Northampton. Tel. 4297-8. [5731]

Volkswagen Cars Wanted

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. All years and models. [0360/R]

D **C. S.**, the Volkswagen buyers, Exeter Road, N.W.2. Gladstone 7175. [W1072]

KARMAHN-GHIA saloon required; cash payment.—Greenways, 81, Alresford Rd., Winchester. [W4087]

GOOD Volkswagen required immediately.—D. Edwards, Amersham Lane, Harpenden, Herts. Harpenden 118. [W2000]

V&F **MONACO MOTORS**, The Volkswagen buyers—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0300/R]

Volkswagen Spares and Services

VW **MOTORS**, Ltd., sole Volkswagen concessionaires: genuine spare parts obtainable from 259, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line), Maryland 7661-5. Also 46-52, Lodge Rd., London, W.8. Cunningham 8000. [0647/R]

EUROPEAN CARS, Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spares stores fully stocked.

129 Old Brompton Rd., S.W.7. Freemantle 7722. [0438/R]

MORTOWN MOTORS, Ltd., of Leeds—Service and repairs by factory-trained staff.

MORTOWN MOTORS, Ltd., Regent St., Leeds. [0420]

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361; genuine VW spares, c.o.d. postal service, open all day Saturday for spares and reception; crash work a speciality. [0395/R]

Volkswagen Spares and Service

BRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised know-how and equipment.—Chase Rd., Epsom. Tel. 5696-7. [S1090]

C **RASH** damage panel work and painting carried out, engines overhauled by VW-trained men. Tel. 444-6-9, Brighton Rd., South Croydon. Tel. Uplands 6620 and 5012 [0366/R]

E **ESSEX VW** Distributors.—The Service Garages (South Eastern), Ltd., for prompt attention for VW spares, immediate c.o.d. service; factory trained personnel and specialised equipment for all repairs.—85, East Hill, Colchester. [772] [0558]

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.

5000 miles—Wolseley 1500 saloon, Champagne beige with maroon/grey upholstery, E.W. maintained.

9000 miles—1957 15/50 saloon, E.W. maintained.

4/44 saloon, 1956, black with red upholstery, one owner. E.W. maintained: £675.

U **STACE WATKINS**, Ltd., 12, Berkeley St., W.1. [Mayfair 5951-399]. London Rd., Croydon (Thames). Tel. Newgate 12283, or 12, Chelsea Manor, S.W.3 (Plaxman 6181). [C4048]

CROFTON GARAGES, Ltd.

1954 Wolseley 4/4, heater, radio, spot lights, cigarette lighter, finished in black, brown leather upholstery, spotless throughout: £600—12,000, exceptional condition.

EATON MOTOR CO., Eaton Socon 234 (St. Neots). [C2114]

MCKINNON MOTORS offer:—

1958 (August) Wolseley 1500 saloon, maroon/beige, heater, screen wash, under 200 miles, taxed, new cost £850, special price £810.

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wellington 3404. [C5020]

H. A. SAUNDERS, Ltd., offer:—

1957 Wolseley 1500 de luxe saloon, black, green, beige upholstery, recorded mileage 10,339, heater: £755.

1957 Wolseley 15/50 saloon, grey, red upholstery, recorded mileage 24,458, heater: £795.

H. A. SAUNDERS, Ltd., 86-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092]

WARWICK WRIGHT, Ltd., offer:—

1955 Wolseley 4/4 saloon, green, grey upholstery, heater 33,000 miles: £625.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

CROFTON GARAGES, Ltd., offer:—

1955 Wolseley 4/4, black, red, heater, several extras, one owner, carefully used car: £575.

1955 Wolseley 4/4, black, red trim, 2,000 miles, very carefully run as new throughout: £895.

WEYBRIDGE AUTOMOBILES, Ltd., 50, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4049]

GUY SALMON AUTOMOBILES offer:—

1958 Wolseley 6/90 automatic saloon, 5,000 miles only, P.Y.S. transistor radio, exactly as new: £1,245.

1958 Wolseley 15/50 saloon, maroon with beige interior, one owner, 1,400 miles only, extras include radio, uninsured, A.C. Rimmerthorpe seat covers, etc. condition as new throughout: £895.

WEYBRIDGE AUTOMOBILES, Ltd., 50, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4049]

GUY SALMON AUTOMOBILES offer:—

1958 Wolseley 6/90 automatic saloon, 5,000 miles only, P.Y.S. transistor radio, exactly as new: £1,245.

1958 Wolseley 15/50 saloon, maroon/red trim, 2,000 miles, very carefully run in and serviced, originally supplied by us: £895.

WEYBRIDGE AUTOMOBILES, Ltd., 50, Queens Rd., Weybridge, Surrey. Weybridge 2235, extn. 19. [C4049]

D. J. SHEPHERD & CO. (ENFIELD), Ltd., offer:—

1957 Wolseley 15/50 saloon with manumatic clutch, genuine 5,000 miles only, one owner, as new: £825.

D. J. SHEPHERD & CO. (ENFIELD), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4040]

H. BEART & CO., Ltd. (Wolseley Distributors) offer:—

1954 Wolseley 4/4 saloon, grey, one owner, superb condition throughout: £845.

1954 Wolseley 99, saloon, champagne, fitted with automatic gear box, radio, heater and mirror, maintained by us for the use of our chairman: £1,195—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1061]

1957 4/4, one owner, low mileage, black, red trim, quite new condition: £685.

J. S. MONROE, Used Car Specialist, Newbury Rd., Andover. Tel. 5006. [C4776]

1956 (model) Wolseley 6/90 saloon, black with brown interior: £795.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3038]

1957 1957 Wolseley 15/50—Oxford 67, Gt. George St., W.1. Welbeck 6899. [C3113]

1957 Wolseley 15/50, radio, heater, etc.: £835.

1957 Roots Gray 213D, 1957, one careful owner: £550.

1954 (July) Wolseley 6/90, black/tan interior, exceptional condition: £550.

1953 Wolseley 6/90, black/tan interior, exceptional condition: £365.

OAKTHORPE MOTOR CO., Ltd., North Circular Rd., Palmers Green, Finsbury Park. [C1062]

1957 15/50 Wolseley, one owner, black, green, taxed: £775.

1957 15/50 Wolseley, one owner, black, green, good condition: £725.

B **W. N. ROAKE AUTOMOBILES** offer:—

1957 Volkswagen 1500, one owner, heater, duo green, 12,000 miles, £725.

1957 Volkswagen 1500, one owner, heater, duo green, 12,000 miles, £725.

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1957 Volkswagen 1500, one owner, heater, duo green, 12,000 miles, £725.

1957 Volkswagen 1500, one owner, heater, duo green, 12,000 miles, £725.

1957 Volkswagen 1500, one owner, heater

NEW CARS FOR SALE

ALFA-ROMEO

THE London showroom.

AAILABLE for prompt delivery all new Giulietta models—S. Morris & Co., Sole London Distributors, 40, Conduit St., W.1. Tel. Reg. 0424 (0 lines). [1052/R]

BEVERLEY MOTORS, New Malden, Surrey. Malden [1052/R]

THOMSON & TAYLOR (BRIGHTON), Ltd., sole concessionaires United Kingdom—Portsmouth Rd., Cobham 2848-9.

COUNTY CARS, Ltd., 50, Oldham Rd., Manchester. Sole northern distributors; complete sales and service, also spare parts. Tel. Central 9257. [1052/R]

ALLARD

ADLA (DR. MOTORS), Ltd., main distributors of all Allard models, spares and service—5, Kewick Rd., W.15. Van. 1115. Also Ford. [1042/R]

ALVIS

MANCHSTER—Alvis main agents, area distributors and specialists, sales and service—A. Freeman, Grosvenor Garage, Burnage Lane, Manchester. 12, Rus. 2074-5. [1042/R]

AMERICAN CARS

AMERICAN cars—SIMPSON'S OF WEMBLEY.

LONDON area distributors.

CHRYSLER, Dodge, De Soto, Plymouth range.

EARLY and immediate delivery.

FORD—Mercury—Edsel Lincoln.

PONTIAC and Bonnevilles.

PART exchange-tax and insurance.

TELPHONE Wem 8691-5905-3422. [1040/5]

JOHN THOMPSON (MOTORS), Ltd.

1957 Ford Fairlane, v.h.d., Ford-O-Matic; immediate delivery—25, Fulham Rd., South Kensington, [1052/R]

91 25, Fulham Rd., South Kensington, [1042/R]

ARMSTRONG SIDDELEY

PARS & JOYCE, Ltd.

ENGLAND'S largest Armstrong Siddeley distributors will be pleased to furnish literature and arrange demonstrations 184-188, St. Portland St., London, W.1. Tel. Museum 1001. [1052/R]

CHEAM MOTOR & ENGINEERING Co., Armstrong Siddeley dealers, service agents for the new sapphire. Immediate delivery 546 Automatic, elephant grey red—Exell Rd., Cheam, Surrey. [1042/R]

6125-6-7

AUSTIN

LOVE, Ltd., distributors, Croydon and district. "It's the service that counts." 115, Addiscombe Rd., Croydon. Tel. Addiscombe 5096. [1052/R]

HALLS FOR all new Austin models.

DEMONSTRATIONS, part exchanges, h.p. terms.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Finsbury No. 112). N.12. HU. 1044. [1042/R]

THE CAR MART, Ltd.

SOLE London Austin distributors.

SULL range of Austins exhibited at all depots.

ARTIN House, Euston Rd., N.W.1. Euston 1212. All manner of Park Lane, W.1. Brixton, Croydon, Hendon, Ealing and Chichester. [1052/R]

MARTON MOTOR Co., Ltd.

AUSTIN retail stockists, invite your enquiries, models on view, competitive delivery, part exchanges.

SEVEN Sisters Rd., Tottenham, N.15. Tel. Stamford Hill 8000. [1017/R]

ROWLAND SMITH'S for Austin.

IMMEDIATE delivery.

PART exchanges, self-financed terms, open 9-7 week days and Saturdays—Rowland Smith, Hampstead (Tobolsk), N.W.3. Hampstead 6041. [1040/6]

LANKESTER ENGINEERING Co., Ltd.,

39 45, Eden St., Kingston, Kingston 3151-6. Excellent deliveries of all models; demonstration car available; exchanges and deferred terms. [1052/R]

DJ. SHEPHERD & Co. (ENFIELD), Ltd., offer—

NEW Austin A55 2-door saloon.

NEW Austin A55 de luxe saloon.

NEW Austin A55 de luxe saloon—D. J. Shepherd & Co. (Enfield), Ltd., 450, Hertford Rd., Enfield, Howard 1631. [1040/9]

CHALKWELL MOTOR Co., Ltd., for Austin—West Cliff-on-Sea. Tel. Leigh-on-Sea 73247. [1052/R]

EARLY delivery, full range, including commercial vehicles. Leadings of Sutton, Vig. 7694. [1052/R]

MAYFAIR and West End agents—Austin for immediate delivery—Providence Court, North Audley St., W.1. Hyde Park 2552-5-4.

A55 basic Kingfisher blue, heater; A55 2-door, Island blue, heater.

HERBERT & MILLS, Ltd., 75, Great Portland St., London, W.1. Langham 5906-7. [1052/R]

AUSTIN

FOREST HILL and Sydenham—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. Tel. 9551-2. [1021/R]

A55 de luxe, ex-stock—Burke & Inglis (Motors) Ltd., Willesden 4669. [1050/1]

A35 A105 on view—Dayles Car Centre, 29-54 Horns Lane, Acton. Tel. Acton 6751. [1012/R]

BRUE BROTHERS, Ltd., enquiries invited—155, Old Brompton Rd., S.W.7. Fremantle 8883. [1010/5]

DORKING MOTOR Co., Ltd., for earliest deliveries A55 and A55 models—Dorking 2256. [1010/8]

IMMEDIATE delivery, all Austin's, any colour, cash or h.p.—Wilson's, 56, Acre Lane, B.W.2. Tel. 6011. [1040/5]

A95 de luxe, court grey with blue flash, immediate—Car Bros., High St., Purley. Uplands 4811. [1052/R]

SMITH & HUNTER, Ltd.—Early delivery, exchanges offered—576, Kensington High St., W.15. Western 2312. [1040/5]

AUSTIN A55 2- and 4-door saloons, A55 de luxe saloon—Austin Agents, Notting Hill Garage, Ltd., Ladbroke 1155. [1050/2]

FOR immediate delivery, new A55 de luxe, Speedwell blue—Richard France, Ltd., 245, High Rd., Tottenham 0555. [1021/R]

RAYMOND WAY—Choice of all colours in A55 models for immediate delivery—10, Kilburn High Rd., N.W.6. Tel. 6014. [1052/R]

KDM AND CHERINGTON, Ltd., for Austins' terms and exchanges—9, Albermarle St., W.1. Grosvenor 5551. [1020/4]

AUSTIN A55 de luxe, immediate delivery, price £150—A55 2-door and 2-door saloons, list price—Kings Motors, 1, High St., Buntingford 2559. [1040/4]

A55 A55 and A55 van, for immediate delivery—26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [1021/R]

JOHNSON & BROWN offer for immediate delivery A55 Countryman, Metropolitan hard top—200, 279 High St., Bromley. Havenside 6811. [1020/4]

AUSTIN A55 de luxe, immediate delivery, price £150—A55 2-door and 2-door saloons, list price—Kings Motors, 1, High St., Buntingford 2559. [1040/4]

WT. RICHARDS (BEXLEYHEATH), Ltd., for your new Austin car or commercial vehicle; part exchanges—74-78, Broadway, Bexleyheath 1666. [1052/R]

AUSTIN A55 de luxe, immediate delivery, price £150—A55 2-door and 2-door saloons, list price—Kings Motors, 1, High St., Buntingford 2559. [1040/4]

CHANGING your car, then come and try the new Austin A55, A55 and A55 saloons; full market value for your present car—Ferrari of CRICKLEWOOD, Ltd., 200-220, Cricklewood Rd., London, N.W.2. Gladstone 2354. [1040/4]

ELEANOR MOTORS (STADHAM), Ltd.—All models, part exchange—part exchange—99-101, Eastbridge Rd., Clapton, E.5. Amherst 6606. [1007/8]

CHAIN OF EALING for your A55, A55, A55 and Metropolitan selection available, any make of vehicle welcomed in part exchange—Perville 4304. [1014/5]

METROPOLIS GARAGES, Ltd., for the new Austin A55, A55 and A55 saloons, immediate delivery—45, Earls Court Rd., Kensington, W.8. Tel. 6040. [1052/R]

TRINITY CARS, Ltd.—Immediate delivery of A55 and A55 saloons and vans, early delivery of other models—93, North Side, Wandsworth Common, S.W.18. Vandike 1168. [1040/4]

MERER & MEHER, Ltd. (est. 1895), Austin specialists, for immediate delivery of all models, part exchange—The Broadway, Mill Hill, N.W.7. Tel. 2040. [1050/3]

ROBERT WIMBUSH, Ltd., Austin stockists—Immediate delivery—A55 de luxe saloons with gear change—A55 saloons, part exchange welcomed—512, Earl's Court Rd., London, S.W.5. Fremantle 8401-2-3. [1040/5]

PRINCESS saloon, A105, A55, A55, A55, A55, Austin Healey, Metropolitan 1500 and all commercial models—Prynn & Stevens, Ltd., the South London Austin Depot, 57 Acre Lane, S.W.2. Repairs and service to BMC exclusively—Bristol 1155, Streatham 7262. [1052/R]

BENTLEY

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailer.

SHOWROOMS and Service.

MAREFAIR, Northampton. Tel. 51682. [1050/R]

CLARKER OF PURBRIGHT, Ltd., officially appointed Bentley retailers and repairers; 24-hour service—Purheight near Woking and Guildford, Surrey. Brookwood 2201. [1010/4]

HANSON & CO. LTD., officially appointed Bentley retailers and service agents—Showrooms and Head Office, 52, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [1010/4]

BERKELEY

THE ARNESTON MOTOR Co., Ltd., London district, but also for sports cars—28, Albermarle St., W.1. Hyde Park 9321. [1010/4]

DURRIDI'S SURREY CAR Co., Ltd., 44, Richmond Rd., Kingston-on-Thames, Kingston 6330. 4226 model now in stock. [1025/R]

BERKELEY cars; distributors for Harrow and district.

Purchase from stock; demonstration car available—Pinner View Motors, Ltd., Harrow 5510. [1050/R]

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ROWLAND SMITH'S for Bond Minicar.

IMMEDIATE delivery.

PART exchanges, terms, open 9-7 week days and Saturdays—Rowland Smith, Hampstead (Tobolsk), N.W.3. Hampstead 6041. [1040/6]

RAYMOND WAY—Immediate delivery of Mark 3 all colours—Kilburn Bridge, N.W.6. Tel. 6014. [1050/R]

BOURNEMOUTH—Kerbourne Motors, Ltd., your local Ford distributors—555, Chichester.

Winton 1802. [1050/R]

CLAUDIE RYE, Ltd., for your new Bond Minicar.

IMMEDIATE delivery, exchanges welcomed—895, 921, Fulham Rd., S.W.6. Renown 6174. [1010/4]

BORGWARD

METCALFE & MUNDY, Ltd., sole concessionaires.

280 Old Brompton Rd., London, S.W.5. Tel. 5471-2. [1050/4]

COUNTY GARAGE.

SOLO Hansa distributor for Lancashire and Cheshire.

Demonstrator available—County Garage (Manchester), Ltd., Sackville St., Manchester 1. Central 8011. [1050/R]

REVIS CAR SALES.

SOLO distributors for Hampshire, Dorset, and Somerset set complete range in stock—Rev. Car Sales 9-27, New Rd., Southampton. Tel. 22358. [1050/R]

BROOKSIDE MOTORS (CROYDON), Ltd.

BRISTOCK Rd., Thornton Heath. Tel. 4256. [1041/R]

MOST of Surrey, part of Hants; immediate delivery of some models.

COOMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62997. [1050/R]

DISTRIBUTOR for East Sussex; demonstration car available; trade enquiries invited.

PWARD (PETERBOROUGH), Ltd., London Rd., Peterborough. Massocks 232. [1004/R]

SOLO London distributors—Rodney Howard & Co., Ltd., 16, Albemarle St., W.1. Tel. Hyde Park 7186. [1050/R]

DERBYSHIRE distributors—W. Machen & Son, Ltd., Locks Lane Garage, Chesterfield. Tel. 4615. [1050/R]

YORKSHIRE—Borgward Distributors, demonstration car available, service after sales—Union Garage, 28-30, W.2. Wasfield. Tel. 2198. [1050/R]

BURNES STATUS GARAGE, Ayr 65558—Sole Borgward distributor for Scotland; Isabella demonstration car available; quick delivery.

EAST SURREY and West Sussex sole distributors; demonstrations, early deliveries; full spare parts service—P. Fairman & Sons, Ltd., Horley, Surrey. Tel. 17. [1050/R]

REG. TIMMS, Beds and Bucks distributors, offer delivery of all models, including 1500 Combi, etc. demonstrations anywhere, any time—16, North St., Leighton Buzzard, Beds. Tel. 2496-2601. [1041-R]

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R. F. FUGGLE, Ltd., distributors of Bristol cars.

ENQUIRIES in relation to the new type Bristol 406 can now meet with our attention; demonstration car shortly available—R. F. Fuggle, Ltd., Bushy Heath, Herts. Tel. 1685. [1050/R]

ATHONY CROOK, leading distributor since the car's origin, all models on view for early delivery—High St., Esher, Surrey. Tel. 4580. [1050/R]

CITROËN

AUTOMALES (LONDON), Ltd., offer—

NEW Chrysler Plymouth V8 and 8-cylinder saloons available; choice of colours and specifications; part exchange terms 59-65. Belize Park, N.W.6. Tel. 5555-2155. [1050/R]

R. A. MITCHELL (MOTORS), Ltd., distributors for Dodge and Chrysler products, offer—

R. H. D. Plymouth and Dodge saloons in various colours. For demonstration run in the new Plymouth Belvedere sports saloon Tel. Bel. 2344-1. [1050/R]

BALHAM HIGH Rd., S.W.12. [1050/R]

DAIMLER

LEX—The Ace.

CITROËN distributors 1819, 1D19 and 2CV models for inspection, tel. or write or call to-day for details of a demonstration run.

LEX—The Ace, North Circular Rd., N.W.10. Tel. 5505-9. [1050/R]

CONNAUGHT ENGINEERING.

PORTSMOUTH Rd., Bend.

CITROËN distributors in Surrey—Phone for sales Ripley 5122. Service: Ripley 5018. [1010/8]

CO. NORMAN (WESTMINSTER), Ltd.

CITROËN sole distributor for London, Essex and Kent; early delivery—90, Vauxhall Bridge Rd., S.W.1. Tel. 2321. [1050/R]

JOHN S. TRUSCOTT, Ltd., the experienced Citroën people; immediate delivery—Westbourne Grove, W.11. Bayswater 4274. [1040/R]

173 Westbourne Grove, W.11. Bayswater 4274. [1040/R]

WORTHING MOTORS, Ltd., Bognor Regis; Bognor Regis distributors; early delivery—Broadwater Rd., Worthing. Tel. 71. [1021/R]

DÉLLOW

DELLOW Distributors—The Gordon Garage, Ltd., 13-25, East Dulwich Rd., London, S.E.22. Showrooms: 8-10, Lordship Lane, S.E.22. [1050/R]

FACEL VEGA

HWM MOTORS, Ltd., Walton-on-Thames 2404. [1010/8]

HWM MOTORS, Ltd., Walton-on-Thames 2404. [1010/8]

NEW CARS FOR SALE

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J. DAVY, Ltd. Distributors for West London. 500 convertible. 600 saloon convertible and Multipla. 1100 saloon. IMMEDIATE delivery, choice of colours.

DEMONSTRATION on all models.

180—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3. (Kni. 4251). [N1069]

FIAT—Fiat (England), Ltd., Water Rd., Wembley. Tel. Perivale 5651. SOLE concessionaires in Great Britain and Northern Ireland for Fiat.

SPARES and service. Distributors and dealers throughout the country. [F0174/R]

NW10—Your Fiat agent: exchanges, cars, motor cycles. Willesden 4869 3934. [N4017]

BLUE STAR GARAGES, Ltd., Rossomore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0986/R]

MARTIN VAUGHAN MOTOR CO., Ravensbourne Rd., Bromley, Kent. Ravensbourne 2391. Fiat stockists. [0847/R]

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. IMMEDIATE delivery of Fiat cars. [N3040]

SW1—IMMEDIATE delivery all models; exchanges welcomed; terms—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [N3045]

MAFFAIR GARAGES, Ltd.—Fiat stockists, all models; anything gladly exchanged, 1/4 deposit. Bishopton Bridge Rd., W.2. Amb. 1061. [N3005]

PREMIER MOTORS, Fiat distributors, all new models, terms, exchanges; sales, spares, service—295, Lewisham High St., S.E.13. Lee Green 1051. [N3083]

DENHAM MOTOR SALES, Ltd., distributors, offer immediate delivery of all models; demonstration cars available—Oxford Rd., Denham, Bucks. Tel. Denham 3111. [0531/R]

HAMPSTEAD, N.W.3.—IMMEDIATE delivery Fiat 500 convertible; terms, exchanges—Northways Garage, Fiat agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. [N3026]

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WM WELBECK MOTORS, Ltd. FAMOUS for Ford.

ALL Ford models are now on show and there's no waiting for our stock is incredible: Anglia, Consul, Prefect, Popular, Zephyr, Zodiac, and away immediately. Instant valuation of your part-exchange an excellent service-after-sales make it very pleasant to deal with Welbeck Motors, The Welbeck Building, 109, Crawford St., London, W.1. Welbeck 1139. [C0404]

LEX NEW Ford Zephyr Farnham estate, heater, overdrive; N. List. NEW Ford Consul convertible, Conway yellow/white; N. List. **LEX GARAGES**, Ltd., 2, Lexington Street, London, W.1. Gerrard 6600. [5878]

HALLS FOR all new Ford models. **HALLS (FINCHLEY)**, Ltd., 886, High Rd., North Finchley (Tally Ho), N.12. Hill 1044. [0426/R]

SURREY. **CONNAUGHT ENGINEERING**, Portsmouth Rd., Send, Tel. Ripley 6122. [0328/R]

WEST END. **'PHONE** Arthur E. Gould, Ltd., for all new Ford cars and service.

A RTHUR E. GOULD, Ltd., 290, Regent St., London, W.1. Museum 1525. [0102/R]

G. S. HALL, Ltd., offer:—
Prefect, blue. Ilist.—302-306, King St., W.6. Riverside 2881.

R OWLAND SMITH'S for Ford.

IMMEDIATE delivery most models.

PART exchanges, self-financed terms, open 9-7 weeks days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

ALLAN TAYLOR (MOTORS), Ltd. Ford main dealers.

FORD main dealers invite your enquiries, comprehensive range of new Fords always available.

26 High St., Wandsworth, S.W.18. Tel. Vandike 7228. [N4104]

DAGENHAM MOTORS, Ltd., Ford main dealers.

PARK Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Perivale 3388; and 6-8 and 12, Brixton Rd., Catford, S.E.6. Hill 6761; 6161; 300. Norwood Rd., Croydon, S.E.21. Hill 7671; 114. Queen's Road, W.2. Park 1511; Thames House, Wellington St., S.E.18. Woolwich 7771; Crossways Service Station, 729, Sidcup Rd., Eltham, S.E.9. Tel. Eltham 1511.

MAYFAIR and West End agents.—Fords for immediate delivery.

RPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [N3032]

NEW BROTHERS, Ltd., enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 5533. [N1083]

FORD

FOLLOWING models now on show:—

POPULAR, finished in green.

ANGRIA, Durham beige.

CONSUL, Durham beige.

ZODIAC, choice of 3 colour schemes.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [N1153]

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. Tel. 9351-2. [N2115]

BLUE STAR GARAGES, Ltd., Rossomore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0987/R]

EATHERHEAD.—New Consul, Richmond, heater: list—Bridge Motors, Leatherhead 2564. [N1136]

BASIL ROY, Ltd.—IMMEDIATE delivery all models.—161, Great Portland St., W.1. Lan. 7753. [0165/R]

RAYMOND WAY.—IMMEDIATE delivery most model Ford.—10, Kilburn High Rd., N.W.6. Mai. 6044. [0779/R]

ZODIAC, Zephyr, Prefect de luxe, Anglia, Popular, all immediate—John Trig, Ltd., Esher 2228. [N1132]

COULDSOON, H. Harmer (Coulson), Ltd., retail dealers—272, Chiswick Valley Rd., Chiswick, London 2255. [0690/R]

ALL models for early delivery.—New Cross Motor Co. (London), Ltd., 182, New Cross Rd., S.E.14. New Cross 0688. [N1113]

KDM & CHERRINGTON, Ltd., for new Fords: terms, exchanges.—9, Albermarle St., W.1. Grosvenor 5551. [N2054]

NEW Prefect with heater, immediate delivery.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. [N4132]

CONSUL and Zephyr convertibles available, immediate delivery. Conway yellow, Kenilworth blue, Arundel grey. [N2054]

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. (Sta. 3434). [N4095]

FORD Zephyr, Consul, Prefect de luxe, Squire, Anglia, Popular saloons—Ford Agents, Notting Hill Garage, Ltd., Ladbrook 1155. [N3027]

FORDS, all models; enquiries to Motourists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

ALLAN TAYLOR (MOTORS), Ltd., offer for immediate delivery one only new Ford Zephyr saloon fitted with automatic transmission.—High St., Wandsworth, S.W.18. Tel. Vandike 7228 (10 lines). [N4104/R]

JOHN S. TRUSCOTT, Ltd., the experienced Ford dealers; immediate delivery of most models; full details of our inclusive maintenance scheme on request. [N173]

F. H. PEACOCK, Ltd., main Ford dealers—Sales and service, coachbuilding, insurance—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [N0435]

CONSUL standard model saloon, with heater, Kenilworth blue: list; immediate delivery, all facilities. West London Motors, 205-220, Fulham Palace Rd., W.6. Fulham 0066. [N4065]

CHANGING your car, then come and try the new Ford Popular, Anglia or Prefect, Consul, Zephyr or Zodiac saloons; full market value for your present car. [N2008]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2008]

IMMEDIATE delivery. Consul saloon and coupe, Zodiac saloon overdrive, beige/grey. Ford Anglia de luxe Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [N2141]

ALLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2. Main Ford distributors; consult us for delivery of all Ford models; overseas residents' enquiries welcomed.—Export Dept., Brixton, 6431-2-3-4-5-6 (see also Allard). [0864/R]

R. C. WIMBUSH, Ltd., Ford stockists, immediate delivery Ford Zephyr, Farnham estate car, Zodiac and Zephyr saloons. Consul de luxe and standard saloons; also Prefect, Anglia and Popular de luxe saloons; part exchange welcomed.—512, Earls Court Rd., London, S.W.5. Fremantle 5401-2-3. [N4056]

AMERICAN FORD GB MOTORS, Ltd., offer:—

NEW Ford Fairlane 500 town sedan and all other new Canadian and American models.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. [0550/R]

FRISKY

SALES and service: Arneston Motor Co., Ltd., London distributors. Showrooms: 28, Albermarle St., W.1. Spares and service: Steels Rd., Haverstock Hill, N.W.3. [N1109]

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CONCESSIONAIRES for U.K.

93—95, Old Brompton Road, London, S.W.7. Knightsbridge 7705. [0431/R]

CLAUDE RYE, Ltd., for your brand new 1959 Goggomobil; immediate delivery; terms, exchanges.—895-921, Fulham Rd., S.W.6. Renown 6174. [0410/R]

CONNAUGHT ENGINEERING, England's largest distributor new and used Goggomobils always in stock.—Portsmouth Rd., S.E.2. Stanmore, Rye 3122. [0331/R]

HEINKEL

NW10—Your Heinkel agent: exchanges, cars, motor cycles. Willesden 4869 3934. [N4017]

TWO STROKES, Ltd., specialists for new Heinkel, at Church Rd., Stanmore, Middx. Tel. Grimstide 1166. [C0491]

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RAYMOND WAY for the largest selection of Heinkel three-wheelers, in all colours.—Kilburn 10629. [N.W.6. Mai. 6044]

CLAUDE RYE, Ltd., for your new Heinkel; immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [0420/R]

Easy delivery on easiest terms; also B.M.W., Isotta and Reliant; demonstrations with pleasure.—Station Rd., Harrow. Tel. 0044. [N1132]

COMERFORDS for Heinkel; other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; terms.—Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [0906/R]

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NEWTONS.

FULL range on view, for prompt delivery; exclusive Rootes dealers, export enquiries invited.—**NEWTONS OF WEMBLEY**, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. [N2034]

G. S. HALL, Ltd., offer:—

HILLMAN Estate 2-tonne, list.—302-306, King St., W.6. Riverside 2881. [N2109]

GB MOTORS, Ltd., offer:—

FULL range of Hillmans for immediate delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. [0542/R]

HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery Hillman coupe, sea-crest green, Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [N2034]

PIESTA blue, Minx de luxe saloon, immediate delivery, all facilities, part exchanges.

J. S. MÖRN, Rootes Specialist, Newbury Rd., Andover. Tel. 3006. [0368/R]

NEW Minx Series I, convertible, black/red. £75 under list at £825, with maker's full guarantee.

CAMPBELL SYMONDS, Perivale 4456. [N1037]

BREW BROTHERS, Ltd., enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

BARNET AREA—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0352. [0411/R]

CONVERTIBLE Minx, any colour, ex stock, all facilities, part exchanges.

J. S. MONRO, Rootes Specialist, Newbury Rd., Andover. Tel. 3006. [0367/R]

CHARCOAL and Oyster Minx de luxe, immediate delivery, all facilities, exchanges.

J. S. MONRO, Hillman Specialist, Newbury Rd., Andover. Tel. 3006. [0368/R]

GRAYS OF GUILDFORD.—New Jubilee Minx de luxe, special, convertible and estate car now on view. Tel. 2865. [0136/R]

CHANGING your car, then come and try the new Hillman Minx de luxe saloon; full market value for your present car.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2008]

SE26.—New Hillman Minx de luxe series II, Fiesta blue, immediate delivery.—Maythorpe Motor Co., 42, Sydenham Rd., S.E.26. Tel. Syd. 6827. [N3135]

GORDON CARS (LONDON), Ltd., offer:—full range available.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [N2141]

SIMITH AUTO CO., Ltd., area dealers for Rootes range.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0668/R]

W6.—New Hillman Minx series II, immediate delivery, pearl grey/calypso red.—Metropolis Garages, Ltd., 225-227, Hammersmith Rd., W.6. Riverside 9071. [0897/R]

METROPOLITAN MOTORS, Rootes exclusive dealers, offer immediate delivery Hillman Minx, pearl grey/calypso red; and black de luxe saloons.—Horn Lane, Acton, W.3. Acorn 5064. [N1080]

CITADEL MOTORS, Ltd., OF CARLISLE, offer:—prompt attention and delivery, irrespective of distance; terms, exchanges.—55-9, Warwick Rd., Carlisle. Tel. 25520 or 24945. [0405/R]

MICHAEL CHRISTIE MOTORS for the beautiful Alexander Minx, twin carbs., 68bhp engine, Laycock overdrive on third and top, centre gear lever and re-styled coachwork; send for Autocar "road test".

MICHAEL CHRISTIE MOTORS, Aylesbury 4727. [N1094]

R. S. MEAD (SALES), Ltd., Rootes Area Dealers, offer:—immediate delivery on complete Hillman range, including convertible and estate cars; also visitors and leave enquiries invited.—42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [N3011]

HUMBER

GB MOTORS, Ltd., offer:—

NEW Humber range for immediate or early delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. [0543/R]

BREW BROTHERS, Ltd.—Enquiries invited.—133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083]

BARNET AREA.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0352. [0412/R]

J. S. MONRO, Andover, can accept a few more orders, early delivery, exchanges.—Humber Specialist, Newbury Rd., Andover. Tel. 3006. [04575]

GRAYS OF GUILDFORD.—Main dealers for the new Hawk saloon and estate car—7 and 8, Woodbridge Rd., Guildford. Tel. 2867. [0089/R]

NEW CARS FOR SALE

NUMBER

NOEL BELL, Ltd., invite enquiries, demonstration vehicles on view.—Noel Bell, Ltd., Putney Vale S.W.15 Putney 7851. [N1153]

HUMBER Hawk saloon, Windsor/Corinth, overdrive. Now on view at our showrooms.—Gordon Cars (London), Ltd., 26, North End Rd., Golders Green, N.W.11. [N2141]

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the new Humber range.—145, London Rd., Croydon. Croydon 2115 (5 lines). [0687/R]

R. S. MEAD (SALES), Ltd., Rootes Area Dealers, for demonstration and early delivery on Humber; overseas visitors and leave enquiries invited.—42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [N3011]

ISETTA

PASS & JOYCE, Ltd., England's largest B.M.W. Isetta distributors, will be pleased to forward literature and terms of demonstration.—154-158, Great Portland St., London W.1. Museum 1001; also 27, Peter St., Manchester, 2. [N3059/R]

DAVID HARRISON, Ltd.

The company in Scotland handling the incredible Isetta; immediate delivery from stock; colour selection available.—78/30, Haymarket Terrace, Edinburgh. Tel. Edinburgh 68836. [0981/R]

CLAUDE RYE, Ltd., for your new B.M.W. Isetta; immediate delivery; exchanges welcomed.—99/221, Fulham Rd., S.W.3. Renown 6174. [0927/R]

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METROPOLIS GARAGES, Ltd., for demonstrations—Rover 60, 105S, 105S-45, Earls Court Rd., Kensington, W.8. Wes. 4544. [N1070]

LAYTHAMS OF CATERHAM, leading Rover main dealers for East Surrey, offer immediate delivery 105 and 90 models—Caterham 2384. [0284/R]

NORTHAMPTONSHIRE and North Bucks—Grose, Ltd., Rover distributors and parts service—Marefair Northampton. Tel. 31682. [0001/R]

R. P. POWELL (MOTORS), Ltd., East London area dealers, inquiries invited for all Rover models—321, Romford Rd., Forest Gate, E.7. Maryland 7781. [0457/R]

ROSENFIELD for Rover, distributors for Lancashire and Cheshire—David Rosenfield, Ltd., 38-42, Peter St., Manchester 2. Deansgate 6871. Service station: Cheetham Hill Rd., Manchester 8. Tel. Bla. 2302. [0156/R]

BAKERS OF READING, Rover distributors for over 50 years, have all new models available for inspection and demonstration at their showrooms and also wish to purchase good second-hand Rovers and Land-Rovers—35 & 36, Friar St., Reading. Tel. 5122-2. [0161/R]

LAND-ROVER

DORKING MOTOR Co., Ltd., main dealers, for favourable deliveries all models—Dorking 2256. [N1088]

ODEON MOTORS, Ltd., Great North Rd., Barnet. [N1088]

SEARLE, Ltd., exclusively Land-Rover; for demonstration, highest part exchange allowed and prompt delivery—Thames, Sunbury 3014. [T9103]

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, offer immediate delivery all Series II models—South Woodford, E.18. Wanstead 6644. [N2039]

BAKERS OF READING, Rover distributors for over 50 years, have all new models available for inspection and demonstration at their showrooms, and also wish to purchase good second-hand Rovers and Land-Rovers—35 & 36, Friar St., Reading. Tel. 5122-2. [0161/R]

SIMCA

FOR the discerning motorist—N. Essex distributors, Bucknall & Merchants, Colchester. Tel. 5705-6. [0161]

J. DAVY, Ltd.,

DISTRIBUTORS West and South-West London.

IMMEDIATE delivery of all models.

DEMONSTRATION car available.

180—184, Kensington High St., W.8 (Wes. 7181); 215, Brompton Rd., S.W.3. (Km. 4215). [N1069]

FIAAT (ENGLAND), Ltd., Water Rd., Wembley. Tel. Ferlave 5651. [N1069]

SOLE concessionaires in Great Britain and Northern

SPARES and service, distributors and dealers throughout the country. [0175/R]

H. G. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. Immediate delivery of Simca cars. [N3049]

ARONDE saloons, immediate delivery from stock: terms, exchanges—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgrave 3711. [N3049]

NEW CARS FOR SALE

SIMCA

DENHAM MOTOR SALES Ltd., distributors, offer immediate delivery of all models; demonstration cars available.—Oxford Rd., Denham, Bucks. Tel. Denham 5111. [0530/R]

SHRUBBERY GARAGES, Upper Church Rd., Weston-super-Mare. Tel. 1080: Simca distributors for Bristol, Bath and West Country; new and used Simcas, service and spares. [3957]

MIDLANDS (SERVICE GARAGE) Ltd., Sutton, for demonstration, immediate delivery; exchanges—308, Erith Rd., Bexleyheath. Erith 2469 and 2629. [0109/R]

SINGER

GB MOTORS Ltd., offer:—

IMMEDIATE delivery of saloons, convertibles and estate cars—199—201, Brighton Rd., South Croydon. Surrey. Cro. 2652-3. [0544/R]

SINGER Distributors for West Sussex.

COMPLETE customer facilities for the new delightful new range of Singer saloon and estate cars; part exchange welcomed.

FULL hire purchase facilities and insurance cover available.

PAGES GARAGE, Northgate, Chichester. Tel. Chichester 2140. [0393/R]

A TRADITION for Singer—Automenders of London.

NEW Gazelles always on show at our branches; demonstration cars semi-stocked in Great Britain.—All enquiries please to Sales Offices, at 131, Church Rd., Barnes, S.W.15. Riverside 2391. [0757/R]

EVERLEY MOTORS, New Malden, Surrey. Malden 5232. [T9088]

CROYDON—H. Harmer Car Sales, Ltd., dealers—444-8, Brighton Rd., South Croydon. Uplands 8629. [0681/R]

BOURNEMOUTH—Main dealers for demonstrations and delivery from stock.—Hartwell Motors, 185-205, Charnminster Rd. Tel. Winton 1777. [0241/R]

GUILDFORD—Stanley Godfrey & Co., Onslow St., Tel. 67269, for immediate delivery Gazelle convertibles and saloons. [0686/R]

BUNTINGS MOTOR EXCHANGE, Bonnersfield Lane, Harrow. Tel. 5225-6. Area dealers for Singer cars; prompt delivery of all models. [0052/R]

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WATLING STREET GARAGE, distributors for Herts. Beds. Bucks. Norfolk. Cambridge and Hunts; available for immediate delivery; choice of colours. Flamstead, nr. St. Albans (on the A5, midway between Dunstable and St. Albans). Markeyte 240/420. [T9051]

STANDARD

LEX Standard Pennant, Medici blue, white top, List.

LEX GARAGES Ltd., 2 Lexington Street, London, W.1. Gerrard 8600. [5879]

HALLS. NEW automatic Vanguard de luxe; £1,186.7.

DEMONSTRATIONS and part Exchange.

HALLS (PINCHLEY) Ltd., 886, High Rd., N. Finchley (Tally Ho), N.12. Hillside 1044. [0975/R]

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STANDARD retail stockists, invite your enquiries. Models on view, competitive delivery; part exchanges.

SEVEN Sisters Rd., Tottenham, N.15. Tel. Stamford Hill 8000. [0180/R]

BERKELEY SQUARE GARAGE, Ltd.

EXCLUSIVE Standard retail dealers, invite you to view the full range of Standard cars that are available for immediate delivery.

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R OWLAND SMITH & for Standard.

IMMEDIATE delivery.

PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

JOHN E. TRUSCOTT, Ltd., for your Standard.

173, Westbourne Grove, W.11. Bayswater 4274. [N4055]

BYE-PASS MOTORS, Ltd. (Formerly Fox and Nicholl, Ltd.).

EXCLUSIVE Standard retail dealers, models for immediate delivery, h.p. terms and part exchanges arranged.—Kingston By-Pass, Tolworth, Surbiton, Surrey. Derwent 1122. [0689/R]

LANKESTER ENGINEERING Co. Ltd., 80-83, Victoria Rd., Surbiton. Elm. 1184-5. [0215]

DISTRIBUTORS to Surrey since 1911, can give excellent delivery of the following models—

EIGHT saloon, choice of colours; £655/17 inc. P.T.

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PENNANT saloon, beach white; £728/17 inc. P.T.

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VANGUARD d.l. saloon, beach white; £1,013/17 inc. P.T.

DEMONSTRATION cars available; exchanges and deferred terms.

EVERLEY MOTORS, New Malden, Surrey. Malden 5232. [T9088]

FOREST HILL and Sydenham.—Hiller Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 9351-2. [M215]

PENNANT, duo green, ex-stock.—Burge & Inglis (Motors), Ltd., Willesden 4869. [N4017]

STANDARDS on view, all models.—Davies Car Centre, 22-34, Horn Lane, Acton. Tel. Acorn 6731. [N1120]

STANDARD 8 saloon, blue, red and beige vinylite; £616/7. Notting Hill Garage, Ltd., Ladbroke 1155. [N5027]

STANDARD

PENNANT and Eight, immediate delivery.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [0684/R]

HILLWOOD MOTORS are Standard stockists; all models in stock or for early delivery.—M.H. Hill (London) 4232. [N2108]

IMMEDIATE delivery Standards, any model or colour—William 285, Acre Lane, S.W.2. 1-3, Dorking Rd., Dorking 4011. [0468/R]

KJ MOTORS, Ltd., Standard/Triumph dealers, part exchanges, demonstrations—Bromley, Ravensbourne 3456. [0484/R]

SUTTON, Surrey—Read Car Co. Ltd., Brighton Rd., Sutton, the Standard and Triumph agents—Vigilant 2978 and 8403. [0538/R]

CHANGING your car, come and try the 8, 10 or Pennant, Ensign or Vanguard de luxe; full market value for your present car.

FERRIS (OF CRICKLEWOOD) Ltd., 200-220, Crockwood Rd., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2008]

ENSIGN Pennant, 10 and 8hp saloons; immediate delivery; List price.—Kings Motors, 1, High St., Hounslow 3522-2558. [N2049]

STANDARDS, all models; enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

EVANS & O'MALLEY, Standard and Triumph dealers, immediate delivery most models.—Lowndes Sq., W.1. Sloane 1353-1709. [0247]

IMMEDIATE delivery Standard Ensign and 10hp saloon; early delivery all models.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [N2068]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Croy. 6088. Standard and Triumph main distributors in areas of Surrey and Kent.

IMMEDIATE delivery Vauxhall Velox de luxe, grey, List price.—Kings Motors, 1, High St., Hounslow 3522-2558. [N2049]

HILLWOOD MOTORS are Vauxhall stockists; full range of Victor from stock, all colour; see the new Velox and Cresta, early delivery.—Mill Hill (London) 4232. [N2108]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Vauxhall agents; quick deliveries; part exchange, yearly contracts; special service.—Lyttelton Rd. (A1), N.2. Speedwell 3500-3512. [0221/R]

IMMEDIATE delivery Vauxhall Velox de luxe, grey, List price.—Kings Motors, 1, High St., Hounslow 3522-2558. [N2049]

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KITH AND BOYLE (LONDON) Ltd., Terminal House, 80, Clapham Rd., London, S.W.9; inspect and drive the new Victor, Velox and Cresta; Victor in all colours for immediate delivery; Velox and Cresta for immediate delivery; part exchange welcomed; finance arranged.—Close to Oval Underground Station.) Reliance 4211 (10 lines). Open 8 a.m. to 7 p.m. Sat. 8 a.m. to 5 p.m. Sunday (viewing only) 10 a.m. to 1 p.m. [0208/R]

HAMILTON MOTORS (LONDON) Ltd., main agents; immediate delivery of Cresta and Velox; also of the new Velox Super, all colour; choice of colour; telephone or call for demonstration and prove for yourself the comfort, economy and performance and usefulness of this new model; we welcome part exchanges; write, phone or call for full details.—466-490, Edgware Rd., London, W.2. Tel. Paddington 0022. [N2033]

TRIUMPH

TRIUMPH TR3, immediate delivery, choice of colours, exchanges and deferred terms.

LANKESTER ENGINEERING Co. Ltd., 80-83, Victoria Rd., Surbiton. Elm. 1184-5. [0206/R]

CARR'S AUTO SALES, Ltd.—Standard House, South End, Croydon. Croy. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0483/R]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showroom:—4—6, Berkeley Sq., W.1. Grosvenor 4320.

PARTS and Service.—Western Ave., W.3. Acorn 4641. [0225/R]

NEW Cresta, Velox and Victor Supers available for immediate delivery.

J. URQUHART & SON, Ltd., Petersfield (T.N. 863) and Alton (T.N. 2838), Hants. [0493]

PAGE MOTORS Ltd., Vauxhall area dealer for Epsom and Ewell.—Epsom 9891-2-3. [N3117]

POPE'S OF FINCHLEY, Ballards Lane, London, N.3. Your main dealers.—Fin. 0113-7. [0902/R]

LAYHAMS OF CATERHAM, leading Vauxhall dealers for East Surrey, offer Victor and Victor Super from stock.—Caterham 2394. [0281/R]

KJ MOTORS, Ltd., distributors, Cresta, Velox, Ravensbourne 3456. [0221/R]

IMMEDIATE delivery Vauxhall Velox de luxe, grey, List price.—Kings Motors, 1, High St., Hounslow 3522-2558. [N2049]

HILLWOOD MOTORS are Vauxhall stockists; full range of Victor from stock, all colour; see the new Velox and Cresta, early delivery.—Mill Hill (London) 4232. [N2108]

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, official Vauxhall agents; quick deliveries; part exchange, yearly contracts; special service.—Lyttelton Rd. (A1), N.2. Speedwell 3500-3512. [0221/R]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 585-7, Euston Rd., N.W.1. Euston 4444. Spares for all models. Gulliver 4141. Hawley Crescent, Camden Town, N.W.1. [0090/R]

SUNBEAM

NEWTONS.

NEW Rapier saloon and convertible on view, for prompt delivery; exclusive Roeter dealers; export enquiries invited.

NEWTONS OF WEMBLEY, Newtons Corner, Wembley Park (opposite Wembley Town Hall). Arnold 5252. [0771/R]

GB MOTORS, Ltd., offer:—

NEW Rapier saloon and convertibles, prompt delivery.

DURGATES, Wadhurst, East Sussex. Wadhurst 68. [0545/R]

HENDON CENTRAL GARAGE, Ltd., offer:—

SUNBEAM Rapier saloon, dual blue, early delivery.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [N2034]

BROWN BROTHERS, Ltd.—Enquiries invited.—153, Old Brompton Rd., S.W.7. Fremantle 3335. [N1068]

BARNET area—Sunbeam main dealers.—Hodges Green Garage, Ltd., 202-4, High St., Barnet 0332. [0413/R]

GRAYS OF GUILDFORD for the new Sunbeam Rapier saloon and convertible, demonstration car available.—7-8, Woodbridge Rd., Guildford. 2887. [0057/R]

SUNBEAM Rapier saloon and convertible are now on view at Gordon Cars (London), Ltd., 26, Hill End Rd., Golders Green, N.W.1. Speedwell 4701. [N2141]

SUNBEAM—Smith Auto Co. Ltd., area dealers for Rootes Group, offer early delivery of Sunbeam models—145, London Rd., Croydon. Croydon 5115 [0093/R]

R. MEAD (SALES), Ltd., Rootes Area Dealers.

R. for demonstration and early delivery on Sunbeam Rapier—42, Queen St., Maldenhead. Tel. Maldenhead 3431-2. [N2011]

CITADEL MOTORS, Ltd., OF CARLISLE, offer prompt attention and delivery, irrespective of distance; terms, exchanges.—55-9, Warwick Rd., Carlisle. Tel. 25520 or 24954. [0406/R]

GIBSONS SPORTS CARS offer immediate delivery of the new Sunbeam Rapier Series II convertible.

Lynhurst Rd., Christchurch, Hants. Tel. Hinton 2275. [0210/R]

W6—Sunbeam Rapier convertible, glacier blue with black hood, for immediate delivery—Metropolis Garages, Ltd., 225-227, Hammersmith Rd., W.6. Riverside 9071. [0214/R]

TRIUMPH

R. GWLAND SMITH'S for TR3.

PART exchanges, self-financed terms; open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Tube) N.W.3. Hampstead 6041. [N4018]

JOHN E. TRUSCOTT, Ltd., for your Standard.

BERKELEY SQUARE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers offer immediate delivery TR3 models; demonstrations and part exchange arranged.

BERKELEY Sq., London, W.1. Gros 4345. [0840/R]

JOHN S. TRUSCOTT, Ltd., for your Triumph.

173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

BEVERLEY MOTORS, New Malden, Surrey. Malden 5232. [T9088]

BYE-PASS MOTORS, Ltd. (Formerly Fox & Nicholl, Ltd.).

EXCLUSIVE Triumph retail dealers, early or immediate delivery; demonstrations and part exchanges arranged.—Kingston By-Pass, Tolworth, Surbiton, Surrey. Derwent 1122. [0690/R]

VOLKSWAGEN

VW MOTORS, Ltd., 32-34, St. John's Wood Rd., London, N.W.8. Elm. 6000. Elm 6000. Elm showroom. By the Home, 7-9, St. John's St., London, S.W.1. Whi. 9201. Sole concessionaires Great Britain and Northern Ireland. Cars available for early delivery.

C THE Volkswagen centre for all enquiries, hire purchase, ownership, business, imported; special VW parcel shelves and roof racks; Karmann Ghia can now be converted to r.h.d. immediately after purchasing; open to 6 p.m. Saturdays—Colborne Garage, Ltd., Ripley, Surrey 2361. [0017/R]

CROYDON—H. Harmer Car Sales, Ltd., area dealers—444-8, Brighton Rd., South Croydon. [0127/R]

JOHNSON & BROWN offer Volkswagen saloon for immediate delivery—268-270, High St., Bromley, Bromley 8841. [02073]

HANTS and Dorset distributors, sales, service, spares—Modern Light Cars, Ltd., Lodge Rd., Southampton. Tel. 2828.

DISTRIBUTORS, Devon, Cornwall and Somerset, demonstration models—Lisburne Garage, Babcombe Rd., Torquay 7041. [0785]

STRATETONE, Ltd., distributors for London, W.1 and N.W. districts; comprehensive range always available at West End Showrooms—40, Berkeley St., W.1 (Mayfair 4404). [0463]

N. W. LONDON authorised dealers; immediate delivery; demonstration by appointment, terms.

Walter Scott, Ltd., 49, College Crescent, N.W.3. (Swiss Cottage Tube.) Fri. 4466. [0651/R]

V & F MONACO MOTORS; buy your new Volkswagen from the firm which has concentrated on the VW for the past 8 years—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0651/R]

CARS. Commercials, Moto-Caravans. Full value exchanges! Demonstrations including week-ends by appointment. Cars bought, sold for owners—Talbot & Frazer, 30, Winchester Mews, N.W.3. Fri. 2647-76. Chalk Farm Rd., N.W.1. Gul. 1360. [06100]

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DAVIES MOTORS, Ltd., official distributors, demonstration cars available; latest models on display; full service and spares facilities; open on Saturday afternoon.—554, London Rd., Ashford, Middx. [N1086]

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WOLSELEY distributors.

WILL be pleased to supply full details and arrangements of demonstrations of these superb new Wolseleys; h.p. terms, one-third deposit and part exchanges.—129, Fulham Rd., and High St., Kingston-on-Thames, Kingston 3348. [N1081]

ROWLAND SMITH'S for Wolseley.

IMMEDIATE delivery.

PART exchanges, self-financed terms; open 9-7 weekdays, 9-5 Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

WOLSELEY 15/50, Yukon grey, red upholstery, choice of colours.

WOLSELEY 15/50. Yukon grey, red upholstery, list price—Herd's Garage & Eng., Ashford, Middx. [N2132]

WOLSELEY

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane Crouch End, N.8. Mountview 4401. offer:—**WOLSELEY** 1500 saloon, black/champagne; early delivery.

WOLSELEY 15/50, in grey; early delivery. [N2058]

FOREST HILL and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. Tel. 9351-2. [N2115]

PRIMPTON delivery all new Wolseley models.—Bowman's Garage, Weybridge 3265. [N1143]

SLECTION of new 1500 saloons for immediate delivery.

CLAKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [N1068]

IMMEDIATE or early deliveries of 6/90, 15/50 and 1500 (choice of 3).—Dorking Motor Co., Ltd., 2256 Dorking. [N1068]

CHAIN OF EALING for your 1500, 15/50, 50, wide selection available; any make of vehicle welcome in part exchange.—Private 4404. [N1043]

JARVIS & SONS, Ltd., of Wimbledon, for early delivery; comprehensive range on view.—Liberty 8221. Wimbledon 2526. [N2086]

CHANGING your car, then come and try the Wolseley 1500 saloon; full market value for your present car.

FERRARI OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Bdy., London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 7 p.m. [N2006]

KDMM & CHERRINGTON, Ltd., for Wolseleys; K.D.M. terms and exchanges.—9, Albemarle St., W.1. Grosvenor 5551. [N2054]

WOLSELEY 1500 saloons.—Notting Hill Garage, Ltd., Cambridge Gardens, W.10. Wolseley Agents, Ladbroke 1155. [N3027]

GIBSONS SPORTS CARS offer very early delivery of the new Wolseley 1500 saloons.—Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109]

WOLSELEY

WEST London Wolseley Agent.—15/50, black, immediate delivery.—Davies Car Centre, 22-34, Horn Lane, Acton, W.3. Tel. Acorn 6751. [N1120]

BREW BROTHERS, Ltd.—6/90, immediate enquiries invited.—135, Old Brompton Rd., S.W.4. Fremantle 3333. [N1063]

EARLY delivery Wolseley 1500, 15/50, 50, 6/90. E saloons; hire purchase terms; part exchanges.—Wessex Motors, New St., Salisbury. Tel. 3275. [N4087]

CW. J. COLES, Ltd., Wolseley agents, early delivery all models.—Station Garage, Blunt Rd., South Croydon. Tel. Croydon 0074. [N478]

MEDEBES & MEDEBES, Ltd. (Est. 1893).—Wolseley specialists, for early delivery of all models; part exchanges facilities.—The Broadway, Mill Hill, N.7. Tel. 2040. [N3012]

R. C. WIMBUSH, Ltd., Wolseley stockists. Early delivery Wolseley 1500 saloons; choice of colors; part exchange welcomed.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056]

CITADEL MOTORS, Ltd., for Wolseley cars; prompt attention and delivery, irrespective of distance, or other consideration.—Consult us at Warwick Rd., Carisbrooke. Tel. 25520. [N640/R]

PROSSERS OF GLASGOW, the largest Wolseley and M.G. distributors outside of London, carry the complete range of new stock; demonstration cars always available.—125, Bothwell St., Glasgow. [N577/R]

EUSTACE WATKINS, Ltd., sole London distributor; latest delivery 1500, 15/50, 50, 6/90 models; part exchange and hire purchase.—20, St. John's Wood, W.1. (Mayfair 5951); 12, Chelsea Manor St., S.W.3. (Flaxman 8181); 399, London Rd., Croydon (Thornton Heath 4283). [N4046]

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ALL particulars of the new Humber, Hillman and Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3403. [N012/R]

MISCELLANEOUS ADVERTISEMENTS

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SELF-DRIVE Vauxhall (Velox, Wyvern, Victor, Bedford, Caravans) or Austin (ASO 55, A55), heater, radio, choice of 5 rates (including unlimited mileage) from 3guys per week (summer 5guys); Continental touring A.A.R.C.

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NEW A40 Cambridge saloons for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wim 5686. [0360/R]

HOLIDAY HIRE.

HIRE your holiday car from 21 models in Britain's largest hire fleet. Charges are from £12 a week allowing unlimited mileage.—J. Davy, London and Paris.

1250 SEDANS, estate cars, convertibles, Kar-a-vans and Omnicars.

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FOR full details, including our Continental service, please write to Dept. B, 9, Logan Place, London, W.8. Overseas Enquiries, Dept. B1, Arlington St., Piccadilly, London, S.W.1. [0401/R]

JOYRIDE, Ltd.—New cars and utilities for hire; unlimited mileage.—Palmer's Green 1441. [M3120]

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SUREFLEET delivery, anywhere in England free; unlimited mileage.

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SELF DRIVE CARS, Kensington, W.8. Visitors from more than 65 countries have enjoyed our service.

DRIVE a new Austin, Ford, Hillman, Morris or Vauxhall; comprehensive insurance.

CARS for hire; home leave; generous free mileage, or unlimited mileage rates.

SELF DRIVE CARS, Adam & Eve Mews, Kensington, S.W.8. Tel. 0802 4795. Cables: "Britecars, London." [0166/R]

GEE CARS, Ltd.—Tel. Mac. 3363/4, or Knightsbridge 4735.

NEW Ford saloons, all models for hire; special rates for overseas visitors. [0746/R]

SMITH & HUNTER for self-drive; inclusive rates.—376, Kensington High St., W.14. Western 6417. [N2019]

FOREST HILL 2432.—Self-drive and chauffeur-driven.—Moore Park Garage, 110, Woodvale, S.E.23. [0679/R]

GRANGE SERVICE GARAGE, 246, Romford Rd., E.7. Maryland 2595.—Current Ford models on unlimited mileage rates.—0890.

BEDFORD Doromobiles, Austins, Morris, self-drive hire.—Mayday Motors, Ltd., Mayday Rd., Croydon, Thornton Heath 5473-4-5. [07979/R]

1958 Morris 1000s, 155s and Standard Ensigns; unlimited mileage.—Williams 36, Acre Lane, S.W.2. Brixton 4011. Renaults at Dieppe. [M4085/R]

1958 Phase II Consuls, 1958 de luxe Prefects, 1958 Victor, 1958, and 1957 Volkswagens; radios and heaters.—A. membership limited and unlimited mileage rates; evening hire 20 p.m. to 9 a.m. 25 free miles.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Tel. 2646-6801. [0322/R]

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HAROLD H. HILLS GARAGE—Garage accommodation service, high-class self-drive, 3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

AUTOHALL—Over 500 new cars, £1 per day; send for free illustrated brochure.—Autohall, 302, King St., W.1. Hammersmith 6.W.6. [0369/R]

SELF MOTORING, Ltd., offer the latest cars for self-drive hire from £1.5 per day plus 3d per mile.—197, Fulham Rd., S.W.3. Tel. Flaxman 3566. [0555/R]

SELF-DRIVE, 1958 Minx saloons, competitive rates.

—Norman John (Engineering) Ltd., Chiswick 8411; after hours Staines 4925 or Farnham Common. [T2069]

OVERSEAS visitors from France. Renaults, Volkswagens available from any seaport or airport on self-drive hire.—Cliff Holden of Bury. Tel. 294, 3083. [0275/R]

SELF-DRIVE Minor 1000s, Austin, Morris, Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 1566, and 135, High St., Bromley, Kent. (Ravensbourne 0205). [0921/R]

WELBECK CAR HIRE offer new Ford Anglias on unlimited mileage; 8 a.m. to 6 p.m., £2; 5 p.m. to 9 p.m., £1.5; 24 hours £3; 1 week, £15. Consults £20 per week.

WELBECK CAR HIRE, Ltd., 22, Crawford St., W.1. (near Baker St. Stn.), Tel. 3991. Office hours 8 a.m. to 6 p.m., except Sundays. [0651/R]

SUSSEX MOTORS—Self-drive fleet of Austins, Morris, Ford and Vauxhalls, all models; overseas visitors special facilities.—Burwood Mews, Edgware Rd., W.2. Amb. 3900. [0689/R]

EWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10 Ford Pors, unlimited mileage cars, cars delivered.—Brixton 5532 and 8637-290, Millwood Rd., Herne Hill, S.E.24. [0683/R]

OVERSEAS visitors from Germany. Renaults, Volkswagens available from any seaport or airport on self-drive hire.—Cliff Holden of Bury. Tel. 294, 3083. [0276/R]

VICTOR BRITAIN specialises in personal service to all clients; latest model cars, many with automatic transmission and air-conditioning; delivery and collection anywhere at very moderate cost.

VICTOR BRITAIN, 12a, Berkeley St., London, W.1. Grosvenor 4881. Telex 23688. [T2076]

AND at Liverpool, Glasgow, Manchester, Southampton, Leicester, etc. [0587]

TRAVEL CAR (formerly Bruton)—Book now Mark II Consul, Alpine, Mini saloons, 3-monthly rates from £100 plus 4d per mile; inclusive comprehensive insurance, maintenance, and A.A. membership.

THE Sunshine Fleet of Consul convertibles. Travel Car, Ltd., Lexham Gardens Mews, W.8. Fremantle 4975-6. [M1104]

1958 Austins, unlimited mileage, competitive rates.

—Car Hire (Mayfair), Ltd., 12-16, Bourdon Street, Berkeley Sq., W.1. (Mayfair 8689), and at Mansel Rd., S.W.19. (Wimbledon 3834/0218). [0064/R]

Going to Ireland? Then contact John Purcell Car Hire, at Linders Garage, Smithfield, Dublin. Tel. 75729. Self drive and chauffeur cars, service with the personal touch; write for illustrated brochure and rates. [0484]

A. Morris Oxford and Minors self drive home and abroad; touring. Continental cars; Volkswagens; Microbus; based Ostend; brochure on application.—Bailey's Travel Service, 9, Sunbridge Parade, Bromley, Kent. Tel. 5233. [T9105]

DRIVE YOURSELF HIRE Co., (LONDON), Ltd., have most economical rates for contract hire; any period; write with your req.—20, Grosvenor Pl., Victoria, W.1. Tel. 9844-306. Seven Sisters Rd., Finchley, N.4. Sta. 5493. [0507/R]

STARNES MOTORS OF CRICKLEWOOD offer a self-drive service.

Standard, Vauxhall, Ford and Austin at 103, The Broadway, Cricklewood, N.W.2. Gladstone 0296 and Gladstone 2480. [0652/R]

CARS FOR HIRE

KINGSTON-ON-THAMES—1958 Morris Minor 1000 and Vauxhall Victor saloons; limited or unlimited mileage from £8 per week plus 4d per mile; up to 50% discount for period hire or yearly contract hire at competitive rates; 1958 tariff available.

G. P. MORLEY (SELF-DRIVE), Ltd., 76, Cambridge Rd., Rd., Kingston. Tel. Kin. 9941-2. [M3106/R]

SELF-DRIVE—Coming on leave, visiting Britain? Our self-organisation and hire of car to suit your motor budget. Minor 1000, Ford Prefect, Morris 1000, Vauxhall Victor, Austin 105; from 6guys per week; unlimited mileage; 3 months' hire; rates available during extended off-season period.

HOME & OVERSEAS MOTORS, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [0081/R]

OVERSEAS visitors. Our self-drive organization in implying the hire of car or car hire for any period; your car can await you at any port or embarkation port; touring maps, itinerary, baggage assistance, etc.; our fleet includes Austins, Fords, Rovers, Jaguars, Morris and Standards.—Cliff Holden Ltd., Bolton St., Bury. Tel. 294, 3083, 1685. [0242/R]

DRIVE-YOURSELF hire, 1957-58 saloons; choice of Austin A35s, A55s, A95s, Standard 88s, Hillman Minx, from 25-30 per day with unlimited mileage. For further information, write or wire to our new clients; especially welcomed; we have been pioneers of self-drive hire for over 30 years.—Write, phone or call, H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 6561. [A2001]

DAY AND NIGHT SERVICE

A.O. (Always open). N.S. (Not Sunday).

ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. and A.A. reprs.—Tel. 2679/260. A.O. [0222/R]

BINOCULARS

CANADIAN ex-naval officers (Bausch & Lomb pattern) 7×50 prismatics, eyepiece focusing (cost £60). Limited supply, new with case. £19.17-6. A.W. Young, 47 Mildenhall Rd., London, E.5. Tel. Amherst 6521. [T9107]

CAR BADGES

CAR badges supplied: school's, clubs, regiments, warships, R.A.F. squadrons; £2.6d, brochure free.—Montague Jeffery, St. Giles St., Northampton. [S188]

CAR RADIO

RADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repair.

NORMAND, Ltd. 405-8, King St., W.6. Tel. 3665. [T2020/R]

MOTOROLA, world's finest car radio, sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

J. DAVY, Ltd., Britain's largest car radio service; H.M.V., Smiths Radiomobile, Pye, Eko, Philips, Philco; same day service on installations and repairs.

TEL. Fulham 3321. [0159/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1875. [0162/R]

PYE transistor car radio specialists; 19½ guineas or £5 deposit and £8 payments of £2/8/1; send for full free details.—Wiseman's, 21a, Lancaster Rd., Beckenham, Kent. Tel. 1409. [0756/R]

SPINKS (TWICKENHAM), Ltd., for Radiomobile, Pye, Eko, Motorola, trade and retail; installations, spares and accessories 35-10, Heath Rd., Twickenham. Tel. Pinner 1038-6-7-8. [0162/R]

UNIVERSITY ELECTRICS, Ltd.—The Car Radio People, 7, Hertford St., W.1. Gro. 4141. Specialists in car radio: H.M.V., Radiomobile, Eko, Philips, Pye, and Motorola, etc., expert installation and service for the trade and retail. [0168/R]

HAMILTON MOTORS (LONDON), Ltd., the car radio specialists, H.M.V., Smiths, Radiomobile, Eko, Pye, Philips, expert installations and service on all makes, trade and retail enquiries.—466-490, Edgware Rd., London, W.2. Paddington 0022. [0056/R]

MISCELLANEOUS ADVERTISEMENTS

CLOCKS

EX-GOVERNMENT stop watches and time of flight clocks, send for illustrated leaflet.—Charles Frank, 67-75, Saltmarket, Glasgow, C.1. [T9109]

YOUR car clock, service, electric or spring-driven. Register to J. E. Frankland & Son, 1114, London Rd., S.W.16. Tel. 9383. Estimates free by return. [0255/R]

COACHBUILDERS AND BODIES

JACK BARCLAY (SERVICE), Ltd. See page 29. [M1082/R]

W. M. PARK (COACHBUILDERS), Ltd. all repairs and renovations, trade enquiries welcomed.—Mortlake Rd., Kew, Ric 5625-6. [0346/R]

MOTOR CAR repairs, trimming, cellulosing & speciality—Goods & Cooper, Ltd., 17a, Melbourne Sq., S.W.9. Tel. Reliance 2711. [0291/R]

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., Cellulose, Trimming. Complete bodies built.—Station Workshop, Kew Gardens, Richmond, 1161. [C102/R]

A 1 GARAGE & COACHWORKS, 14-16, Calthorpe Place, S.W.5. Tel. 8181.—High-class coachwork and crash repairs; trade enquiries invited; quick service. [0215/R]

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7. Front and rear repaired, straightened, heat treated, etc.—56, High St., Wimbledon. [0586/R]

1500 all types crown wheels and pinions and 3,000 parts despatched c.o.d.; satisfaction guaranteed or cash refunded.—W. Machen & Son, Lockford Lane Garage, Stonegraves, Chesterfield. Tel. 4615. [0225/R]

BALL BEARINGS

B ALL and roller bearings, all types and sizes, largest stocks, lowest prices, same day despatch.—Claude Rye Bearings, 895-91, Fulham Rd., London, S.W.6. Renown 6174 (ext. 24). [0993/R]

BRAKES, CABLES, ETC.

THOS. RICHFIELD & SON, Ltd. BROADSTONE Place, London, W.1. Estab 1938. Tel. 4000-1 (5 lines).

RICHFIELD makes cables, England's leading manufacturers of replacement brake cable units: British, Continental and American, 20,000 cables in stock; any type supplied or repaired; only genuine Bowden materials used; send for 1958 trade list. [0069/R]

CARBURETTORS, ECONOMISERS

G ZENITH carburetors

S TROMBERG and S.U. carburetors.

GOWER & LEE, Ltd., supply new and replacement units, parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6828 (5 lines). [0833/R]

SU CARBURETTORS and pressure pumps.

SERVICE, tuning, repairs.

SOLE distributors.

W. H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. [0655/R]

SOLEX, Stromberg, Zenith carburetors, main agents. MANUFACTURERS' terms to the trade; replacement parts and spares, 24-hour postal service; tuning service for all types.

DICKENS & JOSE MOTORS, Ltd., 145, Northfield Ave., Ealing, W.13. Tel. 0430. Estab. 1907. [0945/R]

SU—Official service depot—Carburetors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076/1088, London Rd., Thornton Heath 16 minutes Norbury Station. [0260/R]

BARKERS MOTORS (LONDON), Ltd. Tel. Fulham 6668, authorised main S.U. stockists and fitting station—209, Fulham High Rd., S.W.17. [0525/R]

ZENITH Solex, S.U. new and replacement units and spares.—John A. Sparks & Co., Ltd., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0523/R]

CAR CARPETS

WOOL, pile and rubber-backed carpets, ribbed Harrow dura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp. year.

UPHOLSTERY covers, travel rugs, luggage covers and Octopus straps, prompt delivery, carriage free.—THE CAR MAT Co., Ltd. (1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay 6262-5. [0164/R]

CAR COVERS

CAR Covers (waterproof). SILVERNOIL car covers, new process P.V.C. sheeting, strong durable 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 8ft by 9ft 27/6, 12ft by 9ft 37/6, 15ft by 12ft 57/6, 18ft by 12ft 72/6, 20ft by 15ft 90/-. post free.

CAR covers (dust sheets).

SHAPED covers made from white superfine Egyptian cotton, dust proof, tear resistant, will completely ensheathe Vauxhall Velox or similar "tee cosy" fashion; post free 45/-; trade and bulk purchase enquiries welcomed.—H. C. Briggs, 88, Forest Rd., London, E.17. Larkswood 2705. [0321/R]

CONTACT LENSES

LONDON CONTACT LENS CENTRES, 66, New Cavendish St., W.1. Booklet sent, def. terms. Branches: Oxford, Cambridge, Ipswich, Paris. [0043]

FINANCE

HP on private deals confidential and personal service, settlement the same day if you call by appointment; simple formalities.

WESTMINSTER CREDIT FINANCE, Ltd., 60-62, Finsbury Pavement, London, E.C.2. Tel. 7684-7. [0745/R]

PACKING AND SHIPPING

R. & J. PARK, Ltd., 143-5, Fenchurch St., E.C.3. Mansion House 3025. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special Shippers to the motor trade. [0659/R]

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House 111, New St., Birmingham. Handbooks free. [0697/R]

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A SUCCESSFUL career for your son.

AUTOMOBILE engineering, technical and practical training for executive posts in design, development, experimental work, operation, maintenance, repairs, sales; extended courses to prepare for A.M.I. Mech.E., A.M.I.Mech.E. and C.I.E. and Graduate examinations; also courses in agriculture and aeronautics. Prospectus from Chief Engineer, The College of Aeronautical and Automotive Engineering, Sydney St., Chelsea, London, S.W.3. Flaxman 0021. [0536/R]

UNDER-CAR COATINGS

F. H. PEACOCK, Ltd., Moravac agents, 219-221, Balham High Rd., S.W.17. Tel. Balham 1271. [0294/R]

ENGINES AND ACCESSORIES

SECOND-HAND engines, crankshafts and cylinder blocks available, most makes, years and models; 7 days' approval against cash; satisfaction guaranteed or full refund.

W. MACHEN & SON, Ltd., Lockford Lane Garage, Stonegraves, Chesterfield. Tel. 4615. [0655/R]

EXCHANGE engines and crankshafts, service for all popular makes. All models, stock fully reconditioned and guaranteed; exchange and outright sale.

—Capital Garage and Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 3466-7. [0274/R]

GUARANTEED reconditioned exchange engines.—G Ford 8-10, 625; Morris 8, Minor, Standard 8, Austin 8, 625; Hillman 10, Austin 10, Vauxhall 10 and 12, 4, 530; Sunbeam 440, Morris 10, 12, 10, Vauxhall F 12, 628; Ford VE 50, 528; 642-10; Vauxhall Velox, 640, h.p. arranged.—Harrow Garage, Hornchurch Rd., Hornchurch 2571. [0056/R]

GARAGE EQUIPMENT

COMPRESSED air in your car or workshop, the Mopar single- or twin-cylinder miniature air-compressor, open or from battery or main, suitable for small spraying jobs.

ILLUSTRATED leaflet from the Alverton Engineering Co., Ltd., Cophall House, London, E.C.2. [0663]

KINDERSLEIGH, Ltd., offer 2½- and 5-ton exchange engines and trolley jacks, reconditioned in our workshops.—Estate Office, High Legh, Knutsford. Tel. Lymn 417. [0595/R]

SILENT electric turntables for showroom display; 2½ft to 6-ft brand-operated for garage floors from £150. Saffron Walden Engineering, Thaxted Rd., Saffron Walden. [0804]

CLAYTON-DEWANDRE air compressor sets, bargain of the year, small quantity new surpluses to contract vertical twin cylinder monoblock air-cooled type 8 to 10 cu ft per min. output, complete air receiver and 40ft high pressure air line, these are one of the best 24-hour service units, can be converted into pump, etc.; our price £22 per set or compressors only; £15 carriage paid; c.w.o. please to Parkes Auto's, Woodview, Buckholst, Nr. Monmouth. [0580]

GEAR AND STEERING BOXES

A ROOT ENGINEERING, Ltd. second-hand gear boxes all makes and 7 days' approval against cash.

W. MACHEN & SON, Ltd., Lockford Lane Garage, Stonegraves, Chesterfield. Tel. 4615. [0622/R]

STEERING nuts stocks for all popular units sold.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280. [0744/R]

MANY makes, exchange, repair, sale; gears for pre-war models; attractive prices.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Tel. 6150. [03100]

PRESLECTOR synchronesh, Hydra-Matic, Cotal, etc., repairs, specialists, all guaranteed 48-hour service.—A.1 Garage (incorporating Harman Engineering), Childs Place, Earls Court Rd., S.W.5. Tel. 0121. [0673/R]

STEERING units exchanged from stock or reconditioned (24-hour service); any part sold singly; one-day service for fitting units or king pins and bushes (by appointment).—Foxley Garage, 1a, Elliott Rd., S.W.9. Tel. 2706. [0682/R]

GLASS FIBRE

PMB, Ltd., 69, Westow St., London, S.E.19. Livingstone 6086.

ENGINEERS in reinforced plastics; we specialise in repairs of reinforced plastics.

MANUFACTURERS of metal body filler and repair G 1575/R

GLASS-FIBRE specialists, all kinds of damage repaired, estimates free; kits for repairs, etc., reduced prices, more materials, 12/6, 25/-, 50/-, plus postage 2/-, 2/6 and £5/10, £9/10, post free. New illustrated booklet 2/6 post free.

WESTPOLE MOTORS, Ltd., 89, Bramley Rd., London, N.14. Tel. 8551. [0586]

AUTOPLAX glass fibre for building car bodies, hard tops, boats and repairing rusted door bottoms, wheel arches, boot lids, etc.; repair kits at 21/-, 35/-, 45/-, 55/-, 65/-, 75/-, 85/-, 95/-, 105/-, 115/-, 125/-, 135/-, 145/-, 155/-, 165/-, 175/-, 185/-, 195/-, 205/-, 215/-, 225/-, 235/-, 245/-, 255/-, 265/-, 275/-, 285/-, 295/-, 305/-, 315/-, 325/-, 335/-, 345/-, 355/-, 365/-, 375/-, 385/-, 395/-, 405/-, 415/-, 425/-, 435/-, 445/-, 455/-, 465/-, 475/-, 485/-, 495/-, 505/-, 515/-, 525/-, 535/-, 545/-, 555/-, 565/-, 575/-, 585/-, 595/-, 605/-, 615/-, 625/-, 635/-, 645/-, 655/-, 665/-, 675/-, 685/-, 695/-, 705/-, 715/-, 725/-, 735/-, 745/-, 755/-, 765/-, 775/-, 785/-, 795/-, 805/-, 815/-, 825/-, 835/-, 845/-, 855/-, 865/-, 875/-, 885/-, 895/-, 905/-, 915/-, 925/-, 935/-, 945/-, 955/-, 965/-, 975/-, 985/-, 995/-, 1005/-, 1015/-, 1025/-, 1035/-, 1045/-, 1055/-, 1065/-, 1075/-, 1085/-, 1095/-, 1105/-, 1115/-, 1125/-, 1135/-, 1145/-, 1155/-, 1165/-, 1175/-, 1185/-, 1195/-, 1205/-, 1215/-, 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2475/-, 2485/-, 2495/-, 2505/-, 2515/-, 2525/-, 2535/-, 2545/-, 2555/-, 2565/-, 2575/-, 2585/-, 2595/-, 2605/-, 2615/-, 2625/-, 2635/-, 2645/-, 2655/-, 2665/-, 2675/-, 2685/-, 2695/-, 2705/-, 2715/-, 2725/-, 2735/-, 2745/-, 2755/-, 2765/-, 2775/-, 2785/-, 2795/-, 2805/-, 2815/-, 2825/-, 2835/-, 2845/-, 2855/-, 2865/-, 2875/-, 2885/-, 2895/-, 2905/-, 2915/-, 2925/-, 2935/-, 2945/-, 2955/-, 2965/-, 2975/-, 2985/-, 2995/-, 3005/-, 3015/-, 3025/-, 3035/-, 3045/-, 3055/-, 3065/-, 3075/-, 3085/-, 3095/-, 3105/-, 3115/-, 3125/-, 3135/-, 3145/-, 3155/-, 3165/-, 3175/-, 3185/-, 3195/-, 3205/-, 3215/-, 3225/-, 3235/-, 3245/-, 3255/-, 3265/-, 3275/-, 3285/-, 3295/-, 3305/-, 3315/-, 3325/-, 3335/-, 3345/-, 3355/-, 3365/-, 3375/-, 3385/-, 3395/-, 3405/-, 3415/-, 3425/-, 3435/-, 3445/-, 3455/-, 3465/-, 3475/-, 3485/-, 3495/-, 3505/-, 3515/-, 3525/-, 3535/-, 3545/-, 3555/-, 3565/-, 3575/-, 3585/-, 3595/-, 3605/-, 3615/-, 3625/-, 3635/-, 3645/-, 3655/-, 3665/-, 3675/-, 3685/-, 3695/-, 3705/-, 3715/-, 3725/-, 3735/-, 3745/-, 3755/-, 3765/-, 3775/-, 3785/-, 3795/-, 3805/-, 3815/-, 3825/-, 3835/-, 3845/-, 3855/-, 3865/-, 3875/-, 3885/-, 3895/-, 3905/-, 3915/-, 3925/-, 3935/-, 3945/-, 3955/-, 3965/-, 3975/-, 3985/-, 3995/-, 4005/-, 4015/-, 4025/-, 4035/-, 4045/-, 4055/-, 4065/-, 4075/-, 4085/-, 4095/-, 4105/-, 4115/-, 4125/-, 4135/-, 4145/-, 4155/-, 4165/-, 4175/-, 4185/-, 4195/-, 4205/-, 4215/-, 4225/-, 4235/-, 4245/-, 4255/-, 4265/-, 4275/-, 4285/-, 4295/-, 4305/-, 4315/-, 4325/-, 4335/-, 4345/-, 4355/-, 4365/-, 4375/-, 4385/-, 4395/-, 4405/-, 4415/-, 4425/-, 4435/-, 4445/-, 4455/-, 4465/-, 4475/-, 4485/-, 4495/-, 4505/-, 4515/-, 4525/-, 4535/-, 4545/-, 4555/-, 4565/-, 4575/-, 4585/-, 4595/-, 4605/-, 4615/-, 4625/-, 4635/-, 4645/-, 4655/-, 4665/-, 4675/-, 4685/-, 4695/-, 4705/-, 4715/-, 4725/-, 4735/-, 4745/-, 4755/-, 4765/-, 4775/-, 4785/-, 4795/-, 4805/-, 4815/-, 4825/-, 4835/-, 4845/-, 4855/-, 4865/-, 4875/-, 4885/-, 4895/-, 4905/-, 4915/-, 4925/-, 4935/-, 4945/-, 4955/-, 4965/-, 4975/-, 4985/-, 4995/-, 5005/-, 5015/-, 5025/-, 5035/-, 5045/-, 5055/-, 5065/-, 5075/-, 5085/-, 5095/-, 5105/-, 5115/-, 5125/-, 5135/-, 5145/-, 5155/-, 5165/-, 5175/-, 5185/-, 5195/-, 5205/-, 5215/-, 5225/-, 5235/-, 5245/-, 5255/-, 5265/-, 5275/-, 5285/-, 5295/-, 5305/-, 5315/-, 5325/-, 5335/-, 5345/-, 5355/-, 5365/-, 5375/-, 5385/-, 5395/-, 5405/-, 5415/-, 5425/-, 5435/-, 5445/-, 5455/-, 5465/-, 5475/-, 5485/-, 5495/-, 5505/-, 5515/-, 5525/-, 5535/-, 5545/-, 5555/-, 5565/-, 5575/-, 5585/-, 5595/-, 5605/-, 5615/-, 5625/-, 5635/-, 5645/-, 5655/-, 5665/-, 5675/-, 5685/-, 5695/-, 5705/-, 5715/-, 5725/-, 5735/-, 5745/-, 5755/-, 5765/-, 5775/-, 5785/-, 5795/-, 5805/-, 5815/-, 5825/-, 5835/-, 5845/-, 5855/-, 5865/-, 5875/-, 5885/-, 5895/-, 5905/-, 5915/-, 5925/-, 5935/-, 5945/-, 5955/-, 5965/-, 5975/-, 5985/-, 5995/-, 6005/-, 6015/-, 6025/-, 6035/-, 6045/-, 6055/-, 6065/-, 6075/-, 6085/-, 6095/-, 6105/-, 6115/-, 6125/-, 6135/-, 6145/-, 6155/-, 6165/-, 6175/-, 6185/-, 6195/-, 6205/-, 6215/-, 6225/-, 6235/-, 6245/-, 6255/-, 6265/-, 6275/-, 6285/-, 6295/-, 6305/-, 6315/-, 6325/-, 6335/-, 6345/-, 6355/-, 6365/-, 6375/-, 6385/-, 6395/-, 6405/-, 6415/-, 6425/-, 6435/-, 6445/-, 6455/-, 6465/-, 6475/-, 6485/-, 6495/-, 6505/-, 6515/-, 6525/-, 6535/-, 6545/-, 6555/-, 6565/-, 6575/-, 6585/-, 6595/-, 6605/-, 6615/-, 6625/-, 6635/-, 6645/-, 6655/-, 6665/-, 6675/-, 6685/-, 6695/-, 6705/-, 6715/-, 6725/-, 6735/-, 6745/-, 6755/-, 6765/-, 6775/-, 6785/-, 6795/-, 6805/-, 6815/-, 6825/-, 6835/-, 6845/-, 6855/-, 6865/-, 6875/-, 6885/-, 6895/-, 6905/-, 6915/-, 6925/-, 6935/-, 6945/-, 6955/-, 6965/-, 6975/-, 6985/-, 6995/-, 7005/-, 7015/-, 7025/-, 7035/-, 7045/-, 7055/-, 7065/-, 7075/-, 7085/-, 7095/-, 7105/-, 7115/-, 7125/-, 7135/-, 7145/-, 7155/-, 7165/-, 7175/-, 7185/-, 7195/-, 7205/-, 7215/-, 7225/-, 7235/-, 7245/-, 7255/-, 7265/-, 7275/-, 7285/-, 7295/-, 7305/-, 7315/-, 7325/-, 7335/-, 7345/-, 7355/-, 7365/-, 7375/-, 7385/-, 7395/-, 7405/-, 7415/-, 7425/-, 7435/-, 7445/-, 7455/-, 7465/-, 7475/-, 7485/-, 7495/-, 7505/-, 7515/-, 7525/-, 7535/-, 7545/-, 7555/-, 7565/-, 7575/-, 7585/-, 7595/-, 7605/-, 7615/-, 7625/-, 7635/-, 7645/-, 7655/-, 7665/-, 7675/-, 7685/-, 7695/-, 7705/-, 7715/-, 7725/-, 7735/-, 7745/-, 7755/-, 7765/-, 7775/-, 7785/-, 7795/-, 7805/-, 7815/-, 7825/-, 7835/-, 7845/-, 7855/-, 7865/-, 7875/-, 7885/-, 7895/-, 7905/-, 7915/-, 7925/-, 7935/-, 7945/-, 7955/-, 7965/-, 7975/-, 7985/-, 7995/-, 8005/-, 8015/-, 8025/-, 8035/-, 8045/-, 8055/-, 8065/-, 8075/-, 8085/-, 8095/-, 8105/-, 8115/-, 8125/-, 8135/-, 8145/-, 8155/-, 8165/-, 8175/-, 8185/-, 8195/-, 8205/-, 8215/-, 8225/-, 8235/-, 8245/-, 8255/-, 8265/-, 8275/-, 8285/-, 8295/-, 8305/-, 8315/-, 8325/-, 8335/-, 8345/-, 8355/-, 8365/-, 8375/-, 8385/-, 8395/-, 8405/-, 8415/-, 8425/-, 8435/-, 8445/-, 8455/-, 8465/-, 8475/-, 8485/-, 8495/-, 8505/-, 8515/-, 8525/-, 8535/-, 8545/-, 8555/-, 8565/-, 8575/-, 8585/-, 8595/-, 8605/-, 8615/-, 8625/-, 8635/-, 8645/-, 8655/-, 8665/-, 8675/-, 8685/-, 8695/-, 8705/-, 8715/-, 8725/-, 8735/-, 8745/-, 8755/-, 8765/-, 8775/-, 8785/-, 8795/-, 8805/-, 8815/-, 8825/-, 8835/-, 8845/-, 8855/-, 8865/-, 8875/-, 8885/-, 8895/-, 8905/-, 8915/-, 8925/-, 8935/-, 8945/-, 8955/-, 8965/-, 8975/-, 8985/-, 8995/-, 9005/-, 9015/-, 9025/-, 9035/-, 9045/-, 9055/-, 9065/-, 9075/-, 9085/-, 9095/-, 9105/-, 9115/-, 9125/-, 9135/-, 9145/-, 9155/-, 9

PARTS AND ACCESSORIES, REPAIRERS, ETC.

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COUPE and convertible hoods, tonneau covers, etc.: first-class work; immediate service.

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FREEMAN hoods, re-covers, upholstery, carpets, side screens, tonneau covers specialists.—Freeman, 100 Park Rd., N. Bollo Bridge Rd., Acton, W.3. Acton 134. [0175/R]

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ANY make of independent front suspension and shock absorber reconditioned and guaranteed 1.1.s. from £7 s. 8d. to £10/-; exchanges, prompt fitting service.—A. H. Hobbs & Son, 151, St. James Rd., West Croydon, Surrey. Tho. 4712. [0714/R]

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PCL

[0511/R]

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A&B—London's leading brokers (cover note by return).

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A&B—Special rate for business cars and commercial vehicles, policies available for 2, 3, 4 and 6 months, or any other period required.

A&B—Call, write or 'phone now for 22pp booklet, 'Business Car Insurance', Dept. 10.

ANDREW & BOOTH, Ltd., 57, Sheen Lane (Mortlake Station), S.W.14. Prospect 1061 (15 lines). [0580/R]

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BOOTHS.—for private and business cars.

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INVINCIBLE premiums by convenient instalments.

INVINCIBLE no claim bonus up to 50%.

INVINCIBLE policies for 2, 3, 4, 6 and 12 months.

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CHEAPER insurance—cash or instalments.—Charter Chadbun, Ltd. (A), Heath Rd., Twickenham. [4915]

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WE charge down to £2 3 (8hp) 9 and 10hp; guaranteed, excepted return post service; cover note: 12hp £2 19/-; high prices are over; absolutely no silly letters or nonsense.

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CHEAPEST rates—Premium payable monthly, quarterly or annually.—J. A. Harrison (Brokers), Ltd., Security House, 160/161, Bromsgrove St., Birmingham 5. Midlands 2917, 2918 and 2919. [0428]

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DUTTON & BRASIER, Brokers, 323, Neasden Lane, London, N.W.10. Dollis Hill 6133-4 & 5. [0550/R]

EXPRESS car insurance by instalments up to 50% no claim bonus, immediate cover. We can offer some of the lowest rates in London.—'Phone, write or call, Harry Davies Car Sales, Ltd. (Insurance Dept.), 128-132, Manor Park Rd., Harlesden, N.W.10. Elgar 2707. [0255/R]

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CHEAPER motoring.—Lower your insurance costs by using our specialised service, offering bonuses to 40% for the experienced driver, and low premiums for learner.—Return of post service, call 'phone, Moffat & Co., 796, High Rd (opposite White Hart Lane), Tottenham, N.17. Tottenham 2003. [0256/R]

MB stands for Mecca Brokers, who still offer 25 years' specialised experience; low rates with full security; N.C. Bonus up to 50%; annual or instalment policies; best terms for old cars, learners, etc.; please state age, occupation and driving record, if any.—Tel. Waterloo 6075, or write or call 217, Westminster Bridge Rd., S.E.1 (opp. County Hall). [0451/R]

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S.C.S. (LONDON), Ltd.—Perfectly tailored and piped loose covers, all aesthetic tartan woolens, from £4/10 complete set, including 6 June Bedding, from £6 6s. Consul, Morris Oxford, etc. £7 5/-; save 50% on all cars.—Send or 'phone for over 30 patterns to "A" Showroom, 52-56, Fitzroy St., London, W.1. Euston 7838 9. [0371/R]

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WHEN ordering your loose covers send to Karobes who are actual manufacturers of these products; we offer you the following fine selection of materials: leopard skin, ocelot, all wool luxury felt; authentic Scottish tartans, Bedford cord, antique rep and Courtauld's exciting new rayons, also the famous Karobes' all-wool travel rugs; write for patterns and particulars to—Karobes, Ltd., Queensway, Leamington Spa, Warwickshire. Tel. Leamington Spa 8434-5. Export and trade enquiries invited.

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COMPREHENSIVE collection pre-war Rolls service data sheets, set hub extraction gear for Phantom II; offers.—27, Springfield, Bushy Heath, Herts. [5787]

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KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps; exporters and factors of new, war surplus and second-hand components and accessories; write us for everything.

JACK BARCLAY (SERVICE), Ltd. See page 89.

WITHAM'S for your spares at lowest prices—16, Balham Hill, S.W.12. Battersea 3280. [0513/R]

DAIMLER, Lancaster spares, all models and h.p.s. 1932 onwards.—Mason's, Winchester Rd., N.9. Edmonton 7803. [0840]

CARLTON FORGE for service specially in roasting and retempering springs; 48 hours' service.—Edgware Rd., Cricklewood, N.W.2. Gladstone 2242. [0377/R]

RENAULTS spares, all models.—Weilham, Renault Sales & Service, Surbiton Rd., Surbiton, Elmbridge 1873. [0470/R]

SHORT supply parts? Write for anything—"Motolympia" (A), Powis Hall, Ossett. Tel. 480. (Dismantlers cars only.) [0055/R]

AUTO SPARES, 42, South Lane, New Malden, dismantlers for 20 years, have large stock of new and second-hand pre-war spares.—Tel. 841. Reading 1077/R

ENORMOUS stocks of new replacements and second-hand spare parts of practically every make; prompt delivery.—Berkus, 67, Caversham Rd., Reading. Tel. 9094. [0094/R]

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R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, R. Colindale, Surrey. Uplands 5557. [0400/R]

FORDS range of genuine Enfo spares for all model Ford cars; complete range of accessories from stock; delivery service available.—Aldards Motors Ltd., Brixton 6431. [0288/R]

ARMSTRONG 1936-48, Hurricanes, etc., and all 1930-40 models; also Daimlers and Lancasters; write for anything; a million car parts—"Motolympia" (A), Leasowe Rd., Wallasey. Tel. 4151. [0040/R]

CLARE'S for spares, all popular cars, second-hand and new; established 1921; quotations by return.—Clare's Motor Works, 10, Knight's Hill, London, S.W.27. Tel. Gipsy Hill 0132. [0218/R]

CAR accessories, complete range, including Pye car radio, Zenith carburetors and filters, car compasses, etc.—Martin Motors (Highgate), Ltd., Highgate Village, N.6. Morris 3514. [0408/R]

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W. MACHEN & Son, Lockford Lane, Garage, Stonegrave, Chesterfield. Tel. 4615. [0225/R]

NOW dismantling Austin 7, 10, 12; Alpine 17, 20, 25 and 4.5; Bentley 7, 8 and 10; Daimler Minx; Humber Super 90; Land Rovers 16 and 20; Morris 10, 12; Riley 10, 12; Standard 10; Singer 10; Sunbeam-Talbot; Triumph Gloria; Vauxhall DX; Wolseley 12, 14 and Hornet, etc., etc.—P. F. Breen, Ltd., High Rd., Whetstone, N.20. Hill 6088. [0015/R]

BURST'S MOTORS have huge stocks of new and second-hand parts for all makes of cars, including Buick, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Terraplane, ex-W.D., Humber, Lancaster 10 utility, Morris, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley, etc. linings, gaskets, king pins and electrical equipment, etc., and bushed lamps, pumps, silencers, tools, etc.; competitive prices—119, High St., Colliers Wood, S.W.19. Liberty 2661. [0415/R]

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JOHN LANCASTER RADIATOR, Ltd., Head Office: 1, Lower John St., London, W.1 (Gerrard 2372-3). Eight branches covering South England. [0035/R]

RADIATOR blinds, all original Morris, Radblind from 50/- to £100. From local garages: Mory & Co., Ltd., 88, Leadenhall St., London, E.C.3. Avenue 3434. [0196/R]

GALLAY, Ltd., give immediate service in repair and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.—103-109, Scrubs Lane, Willesden, London, N.W.10. Tel. Ladbrook 3644. [0700/R]

HUB building and resplining, welding, turning and milling, chassis repairs, trailers for sale and hire.—Don Parker, Motor & General Engineers, Sangora Rd., Battersea 7327. [0411/R]

1000 radiator muffs and windshields stocked, from 20/- to £10; radiator heating lamps, 18/-; windscreen defrosters, 12 1/2/- lists free—84, 22, Tooting Bec Rd., London, S.W.17. Balham 7791. [0492/R]

AXLESHAFTS RECOVERY Co. (Myers Process).—Consult the specialists if you have trouble with worn axleshafts or bushes or if you are buying a type of spinning undercarriage, hub rebuilding or resplining a speciality, all sizes inner or outer; excellent service.—Montrose Motors, Ltd., Wembley 2636/4443. [0766/R]

REPAIRERS, WELDING, ETC.

JACK BARCLAY (SERVICE), Ltd. See page 89.

IMMEDIATE repairs to all makes of cars, mechanical and bodywork carried out by fully skilled staff.

FOR prompt attention write or 'phone—Lancia (Eng.), Ltd., Ealing Rd., Alperton. Tel. Perivale 5566. [0152/R]

ROOF AND REAR LUGGAGE RACKS

COOP racks for hire, any period.—Four Seasons Garages, 605, Kings Rd., S.W.6. Ren. 4455. [0885]

COOP racks for hire, 7/6 8 days, all sizes, fitted free, no waiting.—Smiths, Tel. Battersea 0678. [0711/R]

WATMAC Dragoman "Gem" Mark IV collapsible, easily assembled flat based roof rack; width 3ft; price £12 10s. Tel. 841. [0129/R]

DAGOMAN detachable ladder carriers for saloon cars, estate cars or vans, also special racks made to customer's dimensions.

CHROME back rest with plastic threads; 65/-.

OBTAINABLE at your local garage or direct from Watney Motor Accessories Co., Ltd., Biabey Trading Estate, Glen Hills, Leicester. Tel. Wigston 2601. [0239]

REGAL roof racks, Continental style wooden slats, smart, strong, rust-proofed. £5 19/6; collapsible model, £6 17/6; Regal twin-bar carrier, £4 10.

FRANK BROTHERS, Ltd., 175-191, Kingston Rd., New Malden, Surrey. Tel. Mal. 7878. [0357/R]

PORTAGRID telescopic roof rack, one model fits all cars, £2 19/6; Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14. (opposite Olympia). Fulham 4211. [0114/R]

VICTORIA roof rack for all cars, estate cars and obtainable from your garage.—Manufacturers: Victoria Motoracks, Ltd., Britain's leading roof rack manufacturers, 26, Vauxhall Br. Rd., S.W.1. Vauxhall 6201. [0054/R]

BERKSHIRE roof rack; the rack with the flat luggage platform and large load spreading suction cups; two models, £6 6/- and £7 1/-, also available for vans and estate cars to customers' dimensions and for ladders and other articles. The Houdaille Company, 20, Hampton Rd., Twickenham Green, Middlesex. Tel. 8428. [0698/R]

WATFORD roof rack; the rack with the flat luggage platform and large load spreading suction cups; two models, £6 6/- and £7 1/-, also available for vans and estate cars to customers' dimensions and for ladders and other articles. The Houdaille Company, 20, Hampton Rd., Twickenham Green, Middlesex. Tel. 8428. [0698/R]

SAFETY GLASS

TRIPLEX

EXPRESS RETAIL

LONDON: Newton's (Kensington), Glass Merchants, 266, Old Brompton Rd., S.W.5. Tel. Fremantle 941.

WATFORD: Balmer's Glass Merchants, Derby Rd., Watford. Tel. Watford 4268.

SOUTHEND: Newton's (Essex), Glass Merchants, 632-4, London Rd., Westcliff-on-Sea. Tel. Southend 46245.

ALL the above are official Triplex stockists. [0024/R]

D. W. PRICE.

FIT while you wait—Neasden Lane, N.W.10 (Dollis Hill 7222); 2a, New Cross Rd. (New Cross 3556); Savoy Parade (Enfield 3170); Tancred St., (Taunton 2933). [0019/R]

TRIPLEX "While you wait" replacement.—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windscreen." [0142/R]

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RESTALL BROS., Ltd., first-class seats (commercial).

FRONT seats, Austin 152, A35, A40, A50, K4; Commer Cob and 25cwt, Morris J2 5cwt, Morris 10-12cwt, E.A.R. 3-5cwt, E.A.R. 10-12cwt; Bedford 10-12cwt; Standard 6-10-12cwt; Bedford 10-12cwt; Morris 5-10cwt.

REAR passenger, conversion, fold/tip bench; Austin A35/A33; Commer Cob, complete, ready for fitting after removal of front seat, £10 10s. [0946/R]

RESTALL BROS., Ltd., 31-33, Flockgate St., Birmingham, 5. Tel. Victoria 1693 and 4440. [0946/R]

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NEWTON—Replace your shock absorbers with Newton for a perfect ride.

NEWTON BENNETT, Ltd., Valette Rd., Acton, W.3. She. 3443. [0104]

OBIN HOOD GARAGE, Croydon Rd., S.E.20. Syd. 7066-7. Rotoflo and Telaflo distributors. [0076/R]

SEE our advert under "Independent Suspensions"—A. H. Hobbs & Son. [0175/R]

IF it's Girling—it's Sparks; Girling damper main distributors.—John A. Sparks & Co., Ltd., Streatham Hill, S.W.2. Tulse Hill 3434. [0118/R]

RMSTRONG shock absorbers, main distributors for London and South—Parr Equipment Co., Ltd. (opposite Olympia). Fulham 4211. [0496/R]

30/- Exchange reconditioned shock absorbers.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3260. [0494/R]

ALL types, Eastern Counties largest stockists Armstrong, Girling, Luvax, Newton, Woodhead-Monroe, etc., maker's units.—Principle Aircraft & Cars, Ltd., Ipswich, Suffolk. Tel. 77265-6. [0881/R]

THE London main distributors for Telaflo and Rotoflo shock absorbers are Shock Absorber Service, Ltd., 364, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 2515-6. [0881/R]

WE are equipped to give over-the-counter service for dampers to fit most cars.

LARGE stocks of Telaflo telescope dampers to fit all British and foreign cars; full discount to the trade. [0158/R]

KONI telescopic shock absorbers, fully adjustable for wear; guaranteed for 12 months or 20,000 miles; used by leading racing drivers; fitted as original equipment.

B.M.W. and Alfa Romeo. New models recommended by

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PARTS AND ACCESSORIES, REPAIRERS, ETC.

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RECONDITIONED shock absorbers, exchange service, popular types, 32-6; Woodhead-Morres and Andre-Harford stockists, lists free.—Young's, 32, Tooting Bec Rd., London, S.W.17. [0421/R]

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SPEDOMETER SUPPLY CO., Ltd., Repairs, 34, Shelton St., Long Acre, London, W.C.1. Established 1912. Covent Garden 2666-7. [0165/R]

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WEST LONDON REPAIR CO., Ltd., Wim. 6316-7; repaired or manufactured; all springs tested for rate of def.—56a, High Street, Wimbledon. [0251/R]

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GODDARD & SMITH,

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FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

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ANTHONY D. LEWIS & CO. offer for sale:—

EXCELLENT opportunity: motor business, modern showroom, filling station, workshop, in busy town. Berks. Glos. borders; excellent living accommodation; great scope; freehold, £8,000; mortgage available.—Ref. 1832.

SURREY, 16 miles London: substantial motor business, virtually unoccupied; showrooms, filling station, offices, workshops, 3-c. flat, with land for extension; £10,000 p.a.; full plant and equipment; price £29,500, freehold. s.a.v.—Ref. 1966. Anthony D. Lewis & Co., 95, High St., Esher 3577-8-9. [M2071]

SYMON-KEEN, Ltd., specialist consultants to the motor industry.

SYMON-KEEN have a comprehensive selection of garages and allied concerns throughout Great Britain from £1,500 to £200,000.

SYMON-KEEN, Ltd., 54-62, Regent St., Piccadilly Circus, W.1. Tel. Reg. 7616 (5 lines). [M4156]

ESTABLISHED driving school and self-drive; West Middx.: £500, cars at valuation.—Box 7988. [M754]

ANDREW LANSLEY, Green House, 30, Caversham Rd., Reading, Tel. 5057-81, handles transfer lists and valuers to the trade since 1904.—[0477/R]

MAIN Rd., S.W. London.—2 car showrooms, 2 houses, room 30 cars at rent est. 27 years, lease, goodwill £4,000, stock at valuation, if required.—Box 7555.

£2950—Goodwill, lease, equipment; Devonshire main road; 4-bedroom house, 3 pumps, rent £250; well-established garage.—Edwards, Western Garage Agents, 9, Thomas St., Bristol. [5781]

MESSERS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, West St., Brighton, 1 (Tel. 23284) offer their following:—

FLOURISHING garage filling station with 350ft frontage to busy main road in West Sussex; workshop, showroom, offices, stores, etc., and detached 4-bedroom house, all in perfect condition; full equipment; Morris and Austin agencies; petrol sales 75,000 gallons 2½-acre site, 3 pumps, audited accounts; freehold £25,000 s.a.v.

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HENRY S. Chartered Auctioneers & Estate Agents, 17, Gandy St., Exeter (Tel. 7402-5); agents and valuers to the motor trade, offer a wide selection garages and filling stations throughout the West.

SURREY.—Superior Service Station with 2-cylinders Fiat; 120,000 gall. (1½ yrs tie); T.O. £78,000; Excellent new car sales; freehold, excellently equipped; £32,000.—Christie & Co., St. Stephens House, Exeter. [M4119]

GARAGE and petrol station, North Kent town; petrol 40,000 gallons; closed Sundays; excellent main road position; ideal site for car sales; 3-bedroom accom.; freehold; £8,000, offers.—Walker, Adams & Co., St. John's Rd., Tunbridge Wells. Tel. 22264. [M4119]

FREEHOLD transport café, main trunk rd., 176ft frontage, with detached house, planning permission granted for filling station; £6,000 or near offer.—"Greyfriars" Tel. Arrington 355-6. [M5805]

GUY & RICHARDS, Ltd., the Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Guy & Richards, Ltd., 35, High St., N.W.3. Tel. Hampstead 4614. [0546/R]

SUPERCHARGERS

RNOTT low-pressure supercharge your car.

FOR instantaneous and rapid acceleration standardised installations available from M.G., Morris, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroen, Fiat, Renault, etc.

LSO Arnott high-pressure models.

CARBURETTORS, Ltd., Grange Rd., N.W.10. Willesden 5501. [0177/R]

MARSHALL-NORDEN low-pressure superchargers increase performance up to 50%; outstanding acceleration and hill climbing with complete reliability; no modifications to engine necessary; kits supplied complete with all parts and instructions for Austin, Morris, M.G., Morris, Riley, Standard, Sunbeam, Triumph, etc.; free delivery for home and export orders; prices from £65.—North Downs Engineering Co., Westway, Caterham, Surrey. Tel. 2365. [M075/R]

TYRES AND TUBES

CREDIT or cash terms.

ALL makes supplied; free fitting or delivery; write or phone.

JCB TYRE & RUBBER Co., 16, Culford Gardens, London, S.W.3. Knightbridge 4587-8. [M1053]

COACHCRAFT for unused remould tyres in Goodyear rubber. See page 58. [M1053]

GUARANTEED remould tyres, all sizes in stock, same guarantee of original refund.

W MACHEN'S SON Ltd., Lockford Lane Garage, Stonegravels, Chesterfield, Tel. 4615. [0632/R]

TYRES: Remoulds (without casing exchanged); 1,000 used tyres, tubes and wheels, all types modern and obsolete.—Cook, 589, Stapleton Rd., Eastville, Bristol. Tel. 58312. [0687/R]

TYRES AND TUBES

VETERAN beaded edge tyre, new and used.—Wellham, Surbiton Hill Rd., Surbiton. Elmbridge 1873.

BULL'S.—A tyre for every job, new or remoulded; free fitting; call or let us quote; let us remould your own covers.—Bull's Rubber Co., Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. 847 1747. [0774/R]

AMAZING offer.—Up to 30% each for your sound old tyres when purchasing new or remoulded tyres from us; Regent Remoulds available in all sizes in both continental and town types of tread; easiest fit terms, free fitting country type of

FERDIN RUBBER Co., Uxbridge Rd., Hillingdon, Middx. Tel. Uxbridge 5230/5914. [0965/R]

WHEELS, DISCS, TRIMS, ETC.

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7; wire wheels repaired, manufactured, converted.

ASI-CLEAN wheels repaired, retread, paint removed and stove-enamelled; between 25-35c. each wheel. 56, High St., Wimbledon. [0686/R]

ALL types of wheels repaired, replacement service.—A. Page, Peckover Rd., Brentford, Middlesex. Tel. Ealing 5536. [0680/R]

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Tel. 4296. [0676/R]

6000 car wheels, secondhand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—W. Machen & Son, Lockford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0622/R]

WINDSCREENS

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.8. Manufacture sports and popular windscreens, sliding and fixed windows.—Bishopsgate 9611-3. [0906/R]

SITUATIONS VACANT

JUNIOR salesman or trainee required, able to type advantage, N.W. London distributor. Box 8001. [M1151]

GARAGE Manager required, knowledge accident repair essential, basic salary plus commission; appointment Mr. Benjamin, East 4744. [0861]

WANTED, fully experienced storekeeper for North London garage, conversant with Rootes Group systems; please apply, in confidence, to Box 8039. [M8039]

VAUXHALL-Bedford salesman required, write or call with fullest particulars to sales manager, G.N. Ltd., Vauxhall-Bedford main dealers, 300, Balham High Road, S.W.17. [4667]

FIRST class fitter required to take charge small workshop, S.E. Essex; must be organizer, able to estimate and cost repairs, Vaux. experience, but not essential.—Box 7930. [5744]

SALESMAN required by progressing firm holding country town (Kent, Surrey, Sussex, border), salary according to ability.—Box 7913. [5396]

ASENIOR experienced salesman for South London distributor; knowledge used car prices essential; permanent position; only top grade men, prepared to handle top grade condition cars, need apply.—Box 7865. [M243]

EXPERIENCED car salesmen required by Rootes Group distributors in Hertfordshire; first-class opportunity for men of ability; apply Car Sales Manager, W. Waters & Sons, Ltd., Barnet By-Pass, Hatfield, Herts. Hatfield 2711. [5846]

WANTED, first-class foreman mechanic, able to diagnose, rectify and finally test Rootes Group vehicles; good wages and ideal conditions for a fully experienced man; please apply, giving full details and copies of references if possible, to Box 8040. [5890]

FOREMAN (working supervisor) for distributors workshop, Colchester, preference given to Rootes and Daimler; experience, possibility of accommodation if necessary; details, photograph and resumé required.—Box 7772. [4867]

SENIOR reception engineer/assistant service manager required by distributor in East Sussex; experience, estimating and staff work desirable; good opening for man with initiative and drive, pension scheme.—Box 8027. [5836]

FOREMAN/MECHANIC required by large Woodford motor agent, aged 35/40, high rate of pay offered to first-class man used to all types of private car repairs and reconditioning.—Hills, Ltd., 75-101, High Rd., Woodford Wells, Essex. Buckhurst 8908. [4818]

SALES trainee age 21 required by S.W. London main distributor for many makes, handling also large car stock, full training given, wonderful opportunity for keen young man.—South London Motors, Ltd., 512-522, High Rd., Streatham Common, Tel. 44-5717.

SERVICE manager required by large Woodford motor agents, age 30/40, must be fully experienced with crash repairs, estimating, etc., and prepared for long hours, good salary plus commission.—Tel. Mr. Norman Hills, Ltd., 75-101, High Rd., Woodford Wells, Essex. Buckhurst 8908. [4816]

RETAIL car salesman required by Rootes main dealers, with limited scope of expanding business employing 90 with fine facilities and opportunities for advancement; enterprising man who will work with other sales staff directly under control of young and energetic Joint Managing Directors. Apply in writing, in confidence, to John and Peter Olorenshaw, Joint Managing Directors, Norwich Motor Co., Ltd., 118-120, Prince of Wales Road, Norwich. [5607]

A RETAIL car salesman invited from suitable persons for the post of sales manager (present staff notified), with well-established firm of automobile distributors in South Wales; full and comprehensive knowledge of the trade, including sales promotion and used car values essential; staff pension scheme.—Replies, which will be treated in confidence giving full details of past experience, age and salary required, should be addressed to: Director, Box 8006. [5779]

SITUATIONS VACANT

ANDREW D. LEWIS & CO. offer for sale:—

EXCELLENT opportunity: motor business, modern showroom, filling station, workshop, in busy town. Berks. Glos. borders; excellent living accommodation; great scope; freehold, £8,000; mortgage available.—Ref. 1832.

SURREY.—Coveted rural area, superior freehold filling station, sales/repairs, turnover £50,000/£60,000, showrooms/

workshops, 3 pumps, 2 hoists; detached bungalow, lounge/diner, kitchen, 3 bedrooms, bathroom, freehold, goodwill, pumps, equipment: £6,750.—Upsons, 95, Prince of Wales Rd., Norwich. [M5801]

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A.F.R.A.S., A.R.B. Certs., A.M.I.Mech.E., etc., on No Pass—No Fee terms, over 95% successes, for details of exams. and courses in all branches of Aeronautical work; aero engines, mechanical eng., etc. Write for 144 page handbook—free—B.I.E.T. (Dept. 722), 29, Wright's Lane, London, W.8. [T9095]

COMMERCIAL vehicle salesman required by modern Ford distributors in the North Midlands; remuneration will be from £1,250 per annum upwards for an experienced man of proved selling ability who must be capable of taking over sales management in the near future. Successful applicants will be provided with a car and be included in the firm's non-contributory superannuation scheme; reply in confidence, giving full details of experience, age, etc., to—Box 7977. [5741]

SERVICE managers required by a leading motor business in British West Africa; the men selected to fill these positions must be able to show that they possess not only a high degree of technical skill, but also that they have the qualities of leadership, initiative and drive; every man has an equal opportunity to win promotion to the top levels of management, the speed of promotion depending on the personal effort and ability of each individual.

APPlicants must have served a recognised apprenticeship and should have held a responsible position in a service department or in fleet maintenance those without this experience must possess City and Guilds National qualifications.

INITIAL salary will depend solely on qualifications and experience, subsequent increments depending on ability.

FAMILY allowances are paid, free furnished accommodation provided; free passages, including family pension fund, kit allowance; tours are about 21 months each, followed by substantial leave on full pay.

A PPLY, giving full particulars, to Box 8007. [5778]

SITUATIONS VACANT

EXPERIENCED Salesman required by distributors and main dealers of class cars North Surrey area preferred London and country experience, excellent prospects, good salary and commission; apply in writing, fullest details, photo, if possible.—Box 8051. [5891]

MANAGER required for small country garage near Bracknell, Berks, preferably 30-45 years, must be fully conversant with and have recent knowledge of all aspects of running workshop and pumps, including estimating, repair methods, spares, accounts, staff control, etc.—Reply, giving experience, to Box 7959. [5739]

HOW to pay for a better holiday? Start a Freemans spare time agency now: generous commission on all goods purchased by your friends and relations from the 400-page full colour catalogue, all goods on approval, all expenses paid. It costs you nothing, write today to—Freemans (London, S.W.9), Ltd., Dept. 318, 139, Clapham Rd., London, S.W.9. [5739]

WORKERS required by Haynes Bros., Ltd., Ford main dealers, Ashford, Kent, Maidstone, applicants must have experience of diagnosis, repair of Ford products, preferably with main or retail dealers; excellent opportunity for experienced man desiring responsible well-paid position to join progressive company with modern equipment; superannuation, etc. Letters, treated in confidence, addressed to the Managing Director, should state full details of past experience, age, etc. [3406]

MANAGER required by old established Midland motor traders for a sales and service garage holding main dealer and retail agencies for car and commercial vehicles, modern premises and spacious well-equipped workshops; applicants must be conversant with the trade, and apart from main policy will have full control; house available free of outgoings; commencing remuneration depending on experience, in the range £1,250/- to £1,500/- write in absolute confidence stating experience and present status to Box 8058. [5738]

SITUATIONS VACANT

CHIEF draughtsman required for small drawing office in the outer London area engaged in the mechanical design and development of high performance cars; previous automobile experience essential; please apply giving age, salary required and details of qualifications and experience to—Box 7978. [5742]

SITUATIONS WANTED

SALESMAN position of responsibility required, preferably in Herts, with small dealership; good record and references available.—Box 8015. [5926]

GEneral manager Vauxhall, Bedford main dealer seeks change, age 45 yrs., 20 years experience, all branches products and trade.—Box 7936. [5685]

YOUNG man, 26, intelligent and good education, who has worked for main dealers, seeks position as salesman or sales manager with small or medium-sized firm; resident North London.—Box 8012. [5842]

WELL-KNOWN sales manager desires change, 20 years' high-class trade, strong personality, initiative and drive, all leading makes new and used cars; free when possible, able take complete charge all branches Box 8025. [5834]

EXPERIENCED manager salesman engineer, 25 years in trade, able to work single handed and take full control, seeks change; neglected business preferred. South Western Counties. Impeccable references.—Box 8026 or Basingstoke 2295. [5830]

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LONDON—Wes. 8127, BBB 25/-. Central heating, some private baths.—Home Court Hotel, Prince of Wales Terrace, Kensington High St. [5256]

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AUCTIONS, TENDERS, APPOINTMENTS, ETC.

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By Order of the Joint Liquidators.
C. Hedges, Esq., F.C.C.S., of Messrs. Poppington & Appleby, London.
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re H. R. Moore, Ltd., STANDARD HOUSE, NORTHGATE END, BISHOPS STORTFORD, HERTS.

GODDARD, DAVISON & SMITH, LTD.

are instructed to sell by Auction WITHOUT RESERVE on

WEDNESDAY, 10th SEPTEMBER, 1958, at 10.30 a.m. PROMPT at the above premises

The Valuable Contents of the Garage comprising

Office Furniture & Equipment including Typewriters, National & McCusky Adding Machines, Safes & Cash Registers.

A Crypton Engine Tester, Battery Charger, Acetylene Welding Plant, Wolf Valve Refacer, Electric Hand Drills and Grinders, Bradbury & Dunlop 5-ton Portable Jacks.

A Lucas Beam Setter complete.

Meconair & other Air Compressors, Wakefield Vice Consul Lubricating Bay, as new.

3 Avery and 1 Gilbarco Petrol Pumps, A Champion Plug Tester, Dunlop Wheel Balancing Machine.

A Bradbury Hydro Electric Car Lift.

Loose Tools including Vernier Gauge, Micrometers, Clock Gauges, Test Meter, Stocks & Dies, Flywheel Clutch Tool, Taps & Dies, Panel Beating Set, Spanners and other tools.

Vehicles.

A New Singer Gazelle Saloon, 1957 Vanguard Estate Car, 1957 Vauxhall Wyvern Saloon, 1956 Standard 8 Saloon.

1956 Standard 8 Saloon, Morris 25cwt van, Bedford Breakdown Truck and a 1953 Standard Vanguard Pick-up.

New and Reconditioned Standard 8 & 10 Engines. A Large and Varied Stock including Lucas Dynamos, Starters, Motor Horns, Distributors, Brake shoes & Linings.

Jaguar, Vanguard & Mayflower Spares.

Quantity of springs, wheels and bumpers. Oil & Grease.

170 New Dunlop & other Tyres. Remould ditto & Tubs.

Fan Belts, Decarbonizing Sets, Jaguar Wings and Sides, Radiators, Doors, Roof Racks and a Large Quantity of Stores & Miscellaneous Effects.

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AUCTION SALES EVERY MONDAY,

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PLANT, EQUIPMENT, MACHINERY, TOOLS,

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200 CARS, COMMERCIAL VEHICLES,

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SPECIALIST VALUERS TO THE MOTOR INDUSTRY.

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SALES EVERY WEDNESDAY AT 2 P.M.

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Valuations for all purposes.

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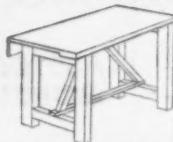
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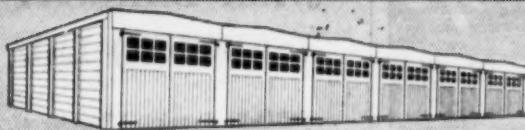
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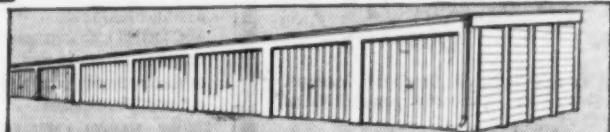
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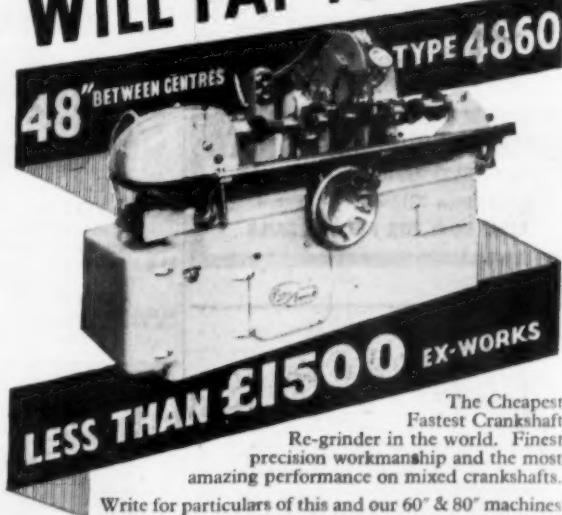
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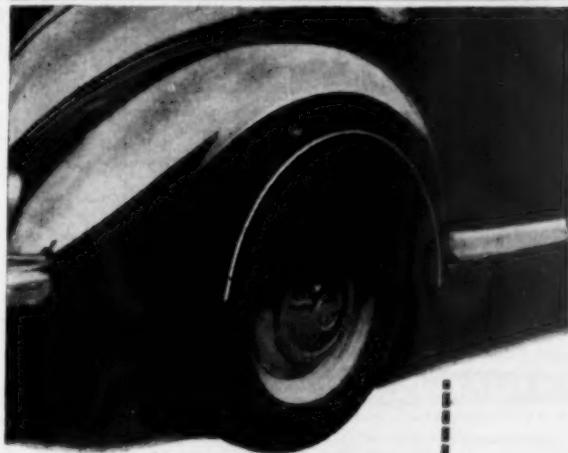
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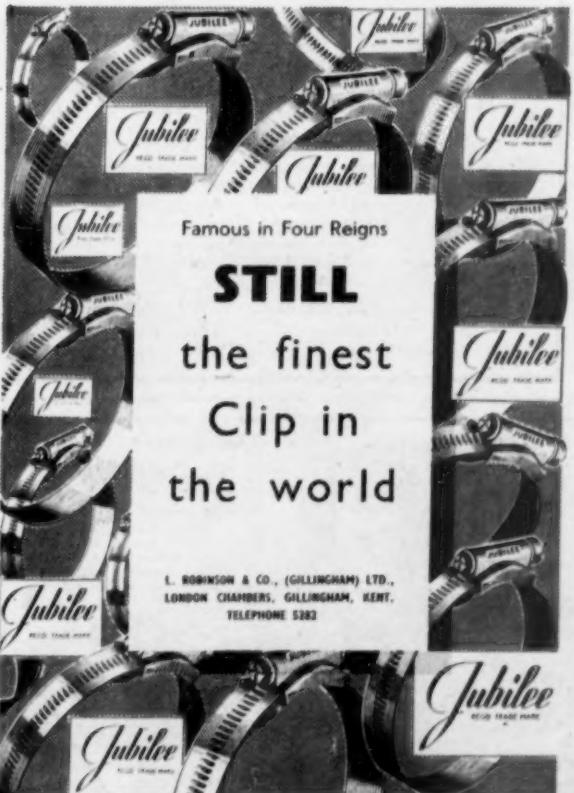


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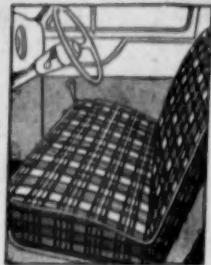
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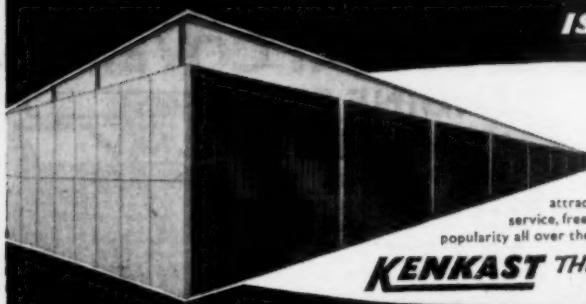
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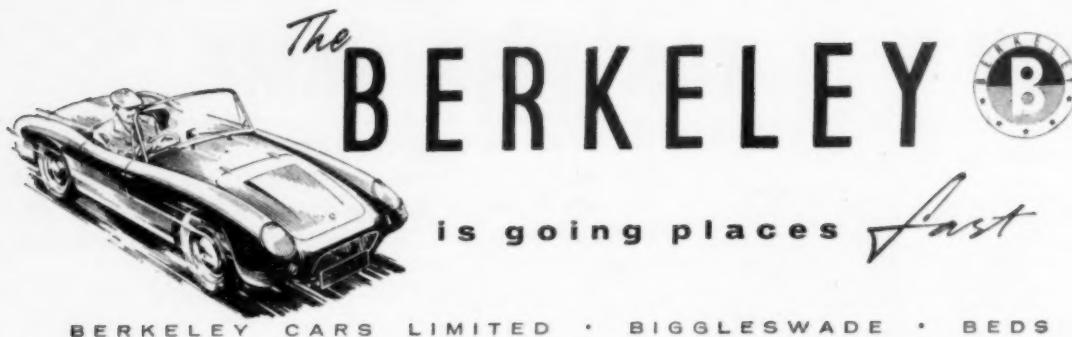
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